DOCUMENT RESUME

ED 118 747 CE 005 609

AUTHOR	Schulz, Russel E.; And Others
TITLE	UH-1 Helicopter Mechanic (MOS 67N20) Job Description Survey: Performance of Specific Maintenance Tasks.
INSTITUTION	Human Resources Research Organization, Alexandria, Va.
SPONS AGENCY	Army Research Inst. for the Behavioral and Social Sciences, Arlington, Va.
REPORT NO	HumRRO-TR-75-13
PUB DATE	Jun 75
NOTE	297p.; For the first part of this report, see CE 006 680; Not available in hard copy due to marginal reproducibility of appendices
EDRS PRICE	MF-$0.83 Plus Postage. HC Not Available from EDRS.
DESCRIPTORS	*Aviation Mechanics; *Equipment Maintenance; *Job Analysis; Job Skills; Job Training; Military Personnel; Tables (Data); *Task Analysis; *Task Performance; Training Objectives
IDENTIFIERS	*Helicopter Mechanics

ABSTRACT

The report is the second of two describing the results of a world-wide survey of the maintenance activities of UH-1 helicopter mechanics for the purpose of studying the relationships among job requirements, training, and manpower considerations for aviation maintenance. A summary of the results of the first report is included. The survey questionnaire administered to 5,030 mechanics contained a task inventory of 1,323 specific maintenance tasks and was also designed to obtain information regarding background, experience, and training of the mechanics and general maintenance information concerning the performance of their jobs. Responses from 2,978 mechanics provided a broad profile of the UH-1 maintenance personnel. Detailed data presented in the report are based on the responses of 771 personnel, who at the time they were surveyed were job incumbents performing or supervising UH-1 maintenance in combat units in Vietnam. A discussion of the findings and nine general conclusions concerning training curriculum development are presented in the report. Appended material (267 pages) includes frequency of performance tables for maintenance tasks presented according to various maintenance and experience levels and an examination of the comparability of the two forms of the job description inventories. (Author/MS)

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ED118747

Technical Report 75-13

HumRRO-TR-75-13

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UH-I Helicopter Mechanic (MOS 67N20) Job Description Survey:

Performance of Specific Maintenance Tasks

Russel E. Schulz, Barbara K. FitzGerald, and
Wallace W. Prophet

HUMAN RESOURCES RESEARCH ORGANIZATION
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Approved for public release; distribution unlimited.

June 1975

CE005609

Prepared for

**U.S. Army Research Institute for the
Behavioral and Social Sciences
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Arlington, Virginia 22209**

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Published
June 1975
by
HUMAN RESOURCES RESEARCH ORGANIZATION
300 North Washington Street
Alexandria, Virginia 22314

Unclassified

SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)

REPORT DOCUMENTATION PAGE	READ INSTRUCTIONS BEFORE COMPLETING FORM
1. REPORT NUMBER HumRRO-TR-75-13	2. GOV'T ACCESSION NO.
	3. RECIPIENT'S CATALOG NUMBER
4. TITLE (and Subtitle) UH-1 HELICOPTER MECHANIC (MOS67N20) JOB DESCRIPTION SURVEY: Performance of Specific Maintenance Tasks	5. TYPE OF REPORT & PERIOD COVERED Technical Report
	6. PERFORMING ORG. REPORT NUMBER TR-75-13
7. AUTHOR(s) Russel E. Schulz, Barbara K. FitzGerald, and Wallace W. Prophet	8. CONTRACT OR GRANT NUMBER(s) DAHC19-73-C-0004
9. PERFORMING ORGANIZATION NAME AND ADDRESS Human Resources Research Organization (HumRRO) 300 North Washington Street Alexandria, Virginia 22314	10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS 62107A; 2Q062107A712; 00; 602
11. CONTROLLING OFFICE NAME AND ADDRESS U.S. Army Research Institute for the Behavioral and Social Sciences; 1300 Wilson Boulevard Arlington, Virginia 22209	12. REPORT DATE June 1975
	13. NUMBER OF PAGES 291
14. MONITORING AGENCY NAME & ADDRESS(if different from Controlling Office)	15. SECURITY CLASS. (of this report) Unclassified
	15a. DECLASSIFICATION/DOWNGRADING SCHEDULE

16. DISTRIBUTION STATEMENT (of this Report)

Approved for public release; distribution unlimited.

17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)

18. SUPPLEMENTARY NOTES

Research under Work Unit UPGRADE was performed at HumRRO Division No. 6 (now the Dothan Office of HumRRO Central Division), Fort Rucker, Alabama.

19. KEY WORDS (Continue on reverse side if necessary and identify by block number)

Aircraft maintenance
Army training
Helicopter maintenance
Individual training
Job description
Maintenance training
Performance
Survey methodology
Task analysis
Task description

20. ABSTRACT (Continue on reverse side if necessary and identify by block number)

This report is the second of two reports describing the results of a world-wide survey of the maintenance activities of over 5,000 UH-1 helicopter mechanics (MOS 67N20). A job description inventory covering 1,323 helicopter maintenance tasks was administered by mail and by research teams in the field. The report provides detailed data on the performance of the maintenance tasks by combat job incumbents in Vietnam, and a comparison of job performance by organizational and DS/GS level mechanics.

DD FORM 1 JAN 73 1473 EDITION OF 1 NOV 65 IS OBSOLETE

Unclassified

SECURITY CLASSIFICATION OF THIS PAGE (When Data Entered)

SUMMARY AND CONCLUSIONS

PURPOSE OF THE STUDY

In the past decade airmobility has become an integral aspect of Army tactical operations. The growth of Army aviation has placed a considerable strain on the training base to meet the requirements for large numbers of competent and skilled personnel. These requirements have been particularly critical in the aviation maintenance area.

In seeking to improve the training of aviation maintenance personnel, the Army faces two important problems. First, there is need for detailed specifications of the tasks that the mechanic performs in the field, that is, actual field performance requirements. Second, the portions of these requirements to be met through central service school training and those to be met through other means, such as on-the-job training, need to be determined. The research described in this report was aimed at these problem areas for a critical aviation maintenance specialty, MOS 67N20, the UH-1 helicopter mechanic.

OBJECTIVES OF THE STUDY

The overall objective of Work Unit UPGRADE was to study the relationships among job requirements, training, and manpower considerations for aviation maintenance. More specifically, the objectives of the study were to develop techniques for gathering task data and procedures for translating the data into effective training programs, and to develop techniques to assist in the definition of school and unit training responsibilities.

APPROACH

The first step in the accomplishment of these objectives was the conduct of a worldwide survey of the job activities of UH-1 helicopter mechanics and crew chiefs. A job activity questionnaire was prepared, based upon the UH-1 Organizational Maintenance Manual and Maintenance Allocation Chart and interviews with experienced maintenance personnel. From these sources a task inventory of 1,323 specific maintenance tasks performed by the UH-1 mechanic, MOS 67N20, was developed for inclusion in the questionnaire. Other sections of the questionnaire were designed to gain information regarding background, experience, and training of the mechanics and general maintenance information concerning the performance of their jobs.

The survey questionnaires were administered worldwide to 5,030 UH-1 mechanics, 1,557 enlisted maintenance supervisors, and 405 maintenance officers during FY 1968-69. Of these persons, 2,129 were not available for survey due to changes in assignment, completion of service, and similar reasons. Completed questionnaires were received from 2,084 UH-1 mechanics, 702 maintenance supervisors, and 192 maintenance officers, a total of 2,978 respondents.

The results of this survey provided a board profile of the UH-1 maintenance personnel, including their training and background, and a description of the UH-1 mechanic's general job activities. Data concerning the performance of the 1,323 maintenance tasks were obtained.

RESULTS

The first UPGRADE report[1] presented data and findings on the individual characteristics and general job context for the field survey respondents. The present report provides data on the performance of specific maintenance tasks by 771 67N20 mechanics, 180 enlisted supervisor personnel, and 83 maintenance officers who were combat job incumbents at the time of the survey. The purpose of limiting the sample of these individuals was to permit evaluation of job performance in a combat environment. The questionnaire inventory covered the performance of 1,323 tasks, 1,294 of which related to the maintenance of 253 hardware components and 29 of which related to miscellaneous tasks involved in general UH-1 maintenance and the handling of equipment and tools.

Among the findings were the following:

(1) At least 10% of the organizational-level mechanics and crew chiefs reported performing all tasks in 68 of the 253 different aircraft components represented in the inventory. At least 10% of the Direct Support/General Support (DS/GS) mechanics reported performing all of the tasks on 47 of the 253 components; 34 of these components were in common with organizational mechanics, and 13 were not in common.

(2) There were some hardware components on which less than 10% of the respondents performed any of the associated tasks. The organizational mechanics reported 35 such components, while the DS/GS mechanics reported 17.

(3) Most tasks exhibited the expected increase in proportion of respondents reporting having performed the task as a function of increasing amounts of maintenance experience. There is an increase in the frequency of troubleshooting tasks as a function of experience. Of the 635 tasks reported as performed by 10% or more of the organizational-level mechanics with six months' experience, or less, only about 6% are troubleshooting tasks. In contrast, troubleshooting tasks constitute 20% of some 154 tasks performed by 10% or more of only the more experienced organizational mechanics, that is, those with experience greater than one year.

(4) Enlisted supervisors tended to indicate that the newly graduated mechanic should be able to perform practically all of the tasks listed when he reports to the unit, although the field survey data showed that many of the tasks are performed seldom and by few men. For example, of 288 tasks that were reported as performed by less than 10% of the organizational mechanics in any experience group, over 78% were judged as "must be able to perform at once with little direction" by 20% or more of the enlisted supervisors.

CONCLUSIONS

General conclusions include the following:

(1) The job description inventory is a feasible means to gather data for systems engineering of training programs. It can be administered effectively by mail, which makes it feasible for use in most military training situations.

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[1] Russel E. Schulz, Barbara K. FitzGerald, and Wallace W. Prophet. *UH-1 Helicopter Mechanic (MOS 67N20) Job Description Survey: Background, Training, and General Maintenance Activities*, HumRRO Technical Report 73-33, December 1973.

(2) Adequate attention to administration procedures can produce high rates of inventory returns with military populations, even for long inventories.

(3) Job description data provided by job incumbents probably provide a better basis overall for identifying "need-to-know" content for school training programs than do data based on supervisors' judgments.

(4) Data from job description inventories provide a sound basis for an initial allocation of a task to either school or unit training, but other factors should also be considered in making a final allocation decision. The task training allocation structure provides a basis for the development of systematic quality control mechanisms to ensure the accomplishment of training objectives.

(5) Allocation of training functions and responsibilities requires a corresponding provision of resources for accomplishment.

(6) Data provided by job incumbents can be useful to schools and higher headquarters as a feedback on adequacy of training.

PREFACE

The overall objectives of Work Unit UPGRADE were to develop techniques for gathering job description data and for translating those data into effective training programs. In addition, the research was intended to produce, as a by-product, specific information concerning job performance requirements for the UH-1 helicopter mechanic, MOS 67N20.

A worldwide survey of the job activities of 67N20 mechanics was conducted. Results of the survey were provided to the U.S. Army Aviation School and U.S. Army Transportation School for their use in training program development and revision. Because of the considerable interest in these results for a number of agencies, they are being presented in documented form in the present report and a previous report—*UH-1 Helicopter Mechanic (MOS 67N20) Job Description Survey: Background, Training, and General Maintenance Activities*, HumRRO Technical Report 73-33, by Russel E. Schulz, Barbara K. FitzGerald, and Wallace W. Prophet, December 1973—dealing with survey results related to performance of UH-1 maintenance tasks. Additional reports include *Use of Job and Task Analysis in Training*, HumRRO Professional Paper 1-69, January 1969, and *Implementation of Systems Engineering Concepts in Army Training*, HumRRO Professional Paper 11-71, by D. Schley Ricketson, Robert H. Wright, and Russel E. Schulz, June 1971.

UPGRADE research was performed at HumRRO Division No. 6 (Aviation) (now the Dothan Office of HumRRO Central Division), Fort Rucker, Alabama. Dr. Wallace W. Prophet is Director of the Division, and Mr. Russel E. Schulz was the Work Unit Leader. Dr. Paul Caro is the current Office Director. The work was carried out under the sponsorship of the U.S. Army Research Institute for the Behavioral and Social Sciences, with LTC A.L. Meredith serving as the technical monitor.

Military support for the study was provided by the U.S. Army Aviation Human Research Unit, Fort Rucker. LTC Donald E. Youngpeter was Unit Chief at the time this report was prepared.

HumRRO research for the Department of the Army is conducted under Army Contract DACH19-73-C-0004. Army Training Research is conducted under Army Project 2Q062107A712.

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UH-1 Helicopter Mechanic (MOS 67N20) Job Description Survey:

Performance of Specific Maintenance Tasks

Chapter 1

INTRODUCTION

This is the second of two reports describing the results of a worldwide survey of the job activities of helicopter mechanics, MOS 67N20. The first of these reports[1] presented the data concerning the background and training of 67N20 mechanics and their performance of general maintenance duties. The present report provides data on the performance by these 67N20 mechanics of 1,294 specific UH-1 maintenance tasks and 29 miscellaneous aircraft maintenance tasks, and their use of UH-1 maintenance equipment.

MILITARY PROBLEM

Research in Work Unit UPGRADE was directed at problems encountered by the Army in meeting its need for highly skilled aircraft maintenance personnel. The rate at which Army aviation has expanded in recent years and the increasing cost and complexity of operational aircraft accelerated the need for these critical maintenance services. The Army inventory of aircraft rose from fewer than 1,000 aircraft at the end of World War II to a peak of approximately 11,500 in FY 1970. While this number has declined as a result of the end of the Vietnam conflict, Army aircraft requirements will continue to be substantial.

During the Vietnam conflict, much attention was focused on the problems of training pilots. Although perhaps less widely recognized, the problems attendant upon the training of sufficient numbers of personnel to maintain the Army's fleet of aircraft were equally critical. The Vietnam experience showed that the operational capabilities of Army aviation depend just as directly on the manner in which maintenance personnel perform as on the manner in which pilots perform. Maintenance personnel are essential links in the chain of airmobility.

Training for aviation maintenance personnel is given at both the U.S. Army Aviation School (USAAVNS), Fort Rucker, Alabama, and the U.S. Army Transportation School (USATS), Fort Eustis, Virginia. During FY 1967, the beginning of the research described in this report, these schools graduated 30,705 personnel from 29 aircraft maintenance courses, ranging in length from 3 to 15 weeks. Since the Vietnam phase-down, the need for new mechanics has declined. Still, 11,619 aircraft maintenance personnel were graduated from these two schools in FY 1972, 3,199 in FY 1973, 2,472 in FY 1974, and 5,975 are scheduled to be graduated in FY 1975.

Aircraft maintenance training should turn out a mechanic or crew chief who is competent in the job, and who can be an effective, productive member of the maintenance team immediately upon arrival in the field. Particularly during the Vietnam situation, time was not available for extensive on-the-job training before a course graduate had to perform maintenance that would determine the availability of aircraft for operational mission employment.

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[1] Russel E. Schulz, Barbara K. FitzGerald, and Wallace W. Prophet, *UH-1 Helicopter Mechanic (MOS 67N20) Job Description Survey: Background, Training, and General Maintenance Activities*, HumRRO Technical Report 73-33, December 1973.

The greatly increased numbers of aircraft in the inventory and the numbers of personnel who had to be trained yearly to maintain them had other important implications. Training for aircraft maintenance duties requires elaborate and costly physical facilities. In addition, aircraft used in training are not available for operational units; similarly, highly trained instructors assigned to formal training schools are not available for field duty.

Because of such factors, developers of aviation maintenance curricula must continually reexamine their courses to determine ways of improving the effectiveness and efficiency of training. While such a reassessment has always been a goal for Army training, the present emphasis on airmobile operations adds urgency to efforts to develop new training techniques and to continue to improve existing ones, in order to increase the efficiency of aviation maintenance training.[1]

The military problem addressed in the present research has two elements:

(1) What is the maintenance job that the mechanic must perform—that is, what are the actual performance requirements in the field?

(2) What should be taught?

Specifying the job in detail will serve as the starting point for determining what should be taught. Critical questions in this area concern the allocation of training functions to the central school and to operational units, and the level of skill to be taught in each case.

The establishment of the Military Occupational Information Data Bank (MOIDB) by the Office of Personnel Operations, Department of the Army, and the issuance of a CONARC regulation, *Systems Engineering of Training,*[2] provided specific means for increasing the job relevance and the effectiveness of Army training. The research in Work Unit UPGRADE was designed to assist such efforts by providing in-depth information on techniques for gathering and using job data in the construction of the aviation maintenance curriculum.

RESEARCH PROBLEM

The present research was based upon preliminary exploration by HumRRO Division No. 6 of research problems in Army aviation maintenance training. The Aviation School requested a study of the academic examination system of the School[3]; the findings included the fact that maintenance academic examinations were heavily weighted with material that was judged by maintenance personnel to be somewhat irrelevant to their actual jobs. Further study showed that the examination content was generally reflective of the course content.[4]

Another activity serving as background was HumRRO assistance to the Department of the Army Board of Inquiry on the Army Logistics System (Brown Board).[5] In this context, several areas in which more training was needed were identified by UH-1 maintenance personnel; the general information available indicated a need for better means of determining exactly what the mechanic does, how often and under what conditions he does it, and, consequently, what should be taught at the schools and what on the job.

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[1] Recent favorable experience of the U.S. Army Aviation School with the use of individualized, self-paced instruction for maintenance training is a case in point.

[2] Headquarters, U.S. Continental Army Command, CON Regulation No. 350-100-1, 20 April 1972.

[3] Exploratory work in 1965 by T. Harrison Gray, HumRRO Division No. 6.

[4] Exploratory work in 1965 by Peter B. Dawkins, HumRRO Division No. 6

[5] Exploratory work in 1966 by Wallace W. Prophet, T. Harrison Gray, Peter B. Dawkins, and Russel E. Schulz.

The present research had two principal objectives, both aimed at developing systematic techniques that could be applied to a variety of maintenance curriculum developments, and perhaps to nonmaintenance training curricula as well. The first objective was to develop a system or set of techniques for gathering valid, detailed job description data which could serve as the basis for curriculum development. The second objective was to develop data that would assist in allocating training functions to schools and to unit training.

Implicit in both objectives was the requirement that the techniques must be capable of producing timely information without the expenditure of excessive amounts of personnel time and effort, since operational training agencies seldom have sufficient personnel to allow them to embark on long and expensive research projects. It was also recognized that the techniques should be capable of application to new equipment and jobs entering the Army system.

There have been differing opinions as to the most appropriate means of developing the description of a given job. Examination of the literature has shown few systematic comparisons of alternative procedures for such development within the military context. In the area of survey techniques, for example, there are several alternative means of administering a survey. In the present research, several survey techniques were compared in terms of the types of information produced. The survey products can also be compared with job descriptions derived from other sources. Such comparisons, together with information on the amount and type of effort required for the different methods, will provide the basis for identification of techniques best suited to Army requirements and resources.

The second research objective that related to allocation of school and unit training involved identifying and evaluating the potential contribution of various factors. Previous HumRRO research[1] in several job situations had shown the potential importance of frequency of task performance, percentage of personnel performing task, time after graduation until first performance of task, task criticality, task difficulty, and kinds of facilities required for teaching the task. Other factors might include evaluation of proficiency required and typical circumstances surrounding task performance, such as job aids and supervision. Most of these factors could be quantified and assigned relative values for use in an objective mathematical model for allocation of training responsibilities. Such a model does not exist for Army training, but the present study was aimed at exploiting the nature of some of the data inputs that might be required.

A third objective of this study was to provide the Aviation and Transportation Schools with detailed job description data to be used in upgrading the single-engine, single-rotor, turbine, utility, and observation helicopter course. This course of instruction produces the MOS 67N series that supplies the helicopter mechanics who maintain the UH-1, OH-6, and OH-58 helicopters. The Aviation School requested that the UPGRADE research use this high-density MOS series as the vehicle for model system development, in order to provide information for their immediate use. The data, therefore, were made available, prior to formal publication, to the Aviation and Transportation Schools for use in curriculum design efforts.

SUMMARY OF RESULTS IN FIRST UPGRADE REPORT

This section provides a summary of the data and findings relating to the background, training, and general job context factors for the field survey respondents, as presented in the first Work Unit UPGRADE report.[1] Data relating to the performance of specific maintenance tasks are given in Chapter 3 of the present report.

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[1] Robert G. Smith, Jr. *The Development of Training Objectives*, HumRRO Research Bulletin 11, June 1964;

Harry L. Ammerman, *Development of Procedures for Deriving Training Objectives for Junior Jobs*, HumRRO Technical Report 66-3, May 1966.

Among the descriptive results presented in the first report were the following:

(1) The UH-1 mechanic is typically a young high school graduate who has had little maintenance experience on aircraft other than the UH-1.

(2) Substantial numbers of low-experience mechanics reported assignment to duty as crew chiefs within their first three months after assignment to the field.

(3) About 90% of the 67N20 mechanics reported having completed the 67N20 course at either the Army Aviation School or the Army Transportation School. About two-thirds of the respondents rated the overall quality of their school training as "good" to "excellent," with about one-third rating it as "fair" or "poor." Most of the recent graduates of these service schools indicated a need for more emphasis on the quality and quantity of practical exercise instruction in aviation maintenance training. Troubleshooting and rigging were the two technique or content areas most frequently reported as needing more emphasis, while the two aircraft systems most often cited as needing more training emphasis were the main rotor and the tail rotor.

(4) Unit maintenance training programs appeared to be generally nonsystematic and not planned in advance. The most frequently used description of unit maintenance training programs was "mechanics learn by doing it themselves." Typically, little or no classroom instruction was devoted to maintenance instruction in field units.

(5) The organizational mechanic's work week was typically 60 hours or more; crew chiefs reported 70 hours or more. In contrast, Direct Support/General Support (DS/GS) mechanics reported a 50- to 59-hour work week. All groups reported that 8 to 10 hours per week were devoted to nonmaintenance duties.

(6) A substantial percentage of mechanics and crew chiefs reported that they "never" or "rarely" read the appropriate sections of the maintenance Technical Manuals (TMs) before beginning work on routine or troubleshooting tasks. This tendency was most pronounced for the least experienced mechanics.

(7) Substantial numbers of mechanics reported difficulty in reading and understanding the TMs, particularly those for the electrical, instrument, and utility systems.

(8) The typical mechanic was "fairly satisfied" with his job and reported that it had turned out to be "better" than he expected at the completion of his service school training. Most were satisfied with the amount and quality of supervision they received, but unit promotion policies were generally rated only "fair" or "poor." While most mechanics expressed interest in future careers in aircraft maintenance, only about 5% stated they would "definitely" or "probably" reenlist. In contrast, over half of the enlisted supervisors indicated they would probably reenlist.

(9) Some 38% of the 67N20s responding indicated they were not performing UH-1 mechanic or crew chief duties at the time of the survey. Of these, about one-third were performing duties completely unrelated to aircraft maintenance. Predictably, job satisfaction was lower for those mechanics who were not performing UH-1 maintenance duties.

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[1] Schulz, *et al.*, *op. cit.*

Chapter 2

RESEARCH APPROACH

SOURCES OF DATA

Six different sources were used in this study to gain alternative descriptions of the 67N20 job. In theory, the descriptions should not vary greatly when all sources are compared. For example, the Army's MOS description of the 67N20 should coincide with that given by the mechanic himself.

Sources used were:

(1) MOS description.
(2) Descriptions from the Maintenance Allocation Charts.
(3) Detailed job description inventories administered to job incumbents and their supervisors by mail.
(4) Detailed job description inventories administered to job incumbents and their supervisors by a research team in the field.
(5) Detailed job description inventories administered to recent job incumbents and supervisors (Vietnam returnees) by a research team.
(6) On-site observations of maintenance activities by a research team.

This approach went beyond the production of information on the variability of job descriptions. Comparisons among these sources produced information basic to identifying the most efficient techniques for gathering veridical job description data. Comparisons were based upon the amount and type of information produced, level of detail as related to level required for instructional development, and various operational factors related to ease of application and general utility. Selected data from these and other sources could also be used in the development of mathematical models for the allocation of training responsibilities.

SURVEY INSTRUMENTS

Seven questionnaire-type Job Description Inventories (JDI) were developed to survey the job activities of 67N20 personnel. Table 1 lists each JDI and indicates the group to

Table 1. **Survey Groups and Methods of Survey Administration**

JDI Form	Group	Method of Administration	
		Mail	On-Site
Form A	Job Incumbents	X	X
Form B	Job Incumbents	X	X
Form A-1	Recent Job Incumbents (Field Returnees)		X
Form B-1	Recent Job Incumbents (Field Returnees)		X
Form S	Supervisors of UH-1 Mechanics	X	X
Form S-1	Recent Supervisors of UH-1 Mechanics		X
Form M	Maintenance Officers	X	X

which it was administered and the methods of administration. Each form was intended for surveying personnel assigned to (or recently returned from) Organizational, Direct Support, or General Support Maintenance Units.

As can be seen from Table 1, each form (except M) was prepared for individuals on the job or for those recently returning from their jobs. Forms A and A-1 were identical in content and differed only in that A-1 was constructed in the past tense to relate the returnee to his recent field assignment. The same was true for Forms B and S and their corresponding past-tense Forms B-1 and S-1. This report deals primarily with Forms A, B, S, and M, the forms administered to UH-1 mechanics and supervisors on the job at the time of the survey.

With the exception of Form M, which had only one section, each form contained four sections. Form A was identical to Form B except for Section III.

Sections I and II contained, respectively: (a) general questions concerning background, maintenance training and experience, and various aspects of the maintenance and nonmaintenance duties performed in present and past duty assignments; and (b) questions relating only to the man's present unit concerning general maintenance duties, working conditions, adequacy and availability of tools, test equipment, technical manuals, and similar factors bearing on the UH-1 mechanic's job. Data relating to Sections I and II were presented in the previously published UPGRADE report.

This report, however, is concerned only with the task performance data in Sections III and IV of the JDI. These tasks[1] were developed through intensive examination and effort by experienced maintenance personnel at the Army Aviation School, and Army Transportation School, several CONUS aviation field units and from documentary sources such as the UH-1 Technical Manuals, and so forth. Section III contained 1,294 tasks; Section IV, 29.

Section III was comprised of a detailed listing of UH-1 maintenance tasks, grouped by hardware component. In all, some 21 different action verbs were combined, as appropriate, with 253 aircraft components to yield the 1,294 maintenance tasks covered in the mechanics', supervisors', and technical inspectors' forms (Forms A, A-1, B, B-1, S and S-1). On the mechanics' forms (A, A-1, B, and B-1), the tasks were divided so that half, or 647, appeared on Forms A and A-1, and the other half on Forms B and B-1. In addition, to allow comparison[2] between Forms A and B, and A-1 and B-1, 22 tasks from Form A were included in Form B, and vice versa. Thus, a total of 669 tasks were represented on each mechanics' form.

The incumbent mechanic respondent was asked (a) whether he had performed the task, only assisted in its performance, or neither assisted nor performed it; (b) the number of times he had performed the task (if performed) within the past month and the past year; (c) how long after the award of the 67N20 duty MOS before he performed the task; and (d) his estimate of his proficiency in performing the task.

Supervisors and technical inspectors were asked to indicate for each task only (a) the amount of direction new 67N20s required to perform the task adequately, and (b) those tasks they felt the newly graduated 67N20 should be able to perform immediately upon his arrival in the unit.

Table 2 illustrates the types of maintenance tasks contained in Section III. Two aircraft components (the tail rotor control quadrant and the fuel control unit) are

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[1] The term "task," as used here, means the combining of some action verb (e.g., "assemble," "remove," "troubleshoot") with a hardware component or item of equipment (e.g., tail rotor assembly, hydraulic pump drive quill assembly, main fuel strainer).

[2] See Appendix N for a discussion of the comparability of Forms A and B.

Table 2. **Example of Two Components With Corresponding Tasks**

Tail Rotor Control Quadrant	Fuel Control Unit
1. Disassemble	1. Clean fuel strainers
2. Repair	2. Adjust
3. Assemble	3. Repair by replacing filter and O-rings
4. Rig to tail rotor controls	4. Rig to throttle (twist grip)
5. Obtain serviceable replacement	5. Obtain serviceable replacement
6. Remove	6. Purge
7. Install	7. Troubleshoot
	8. Preserve
	9. Remove
	10. Install

represented. Seven different maintenance tasks are possible with the first component, while ten different tasks are shown for the fuel control unit.

Section IV contained a list of 29 miscellaneous maintenance and nonmaintenance tasks (e.g., periodic inspections, POL handling, painting of aircraft) and a list of tasks relating to use of 40 UH-1 equipment and tool items (e.g., tow bar, air compressor, tug). The types of questions asked were identical to those in Section III, although the tasks were described in less detail.

SURVEY SAMPLE

Preliminary data supplied by the U.S. Army Data Support Command (USDATCOM), indicated that 5,490 67N20s and 1,601 enlisted supervisors were potentially "available" for survey on a worldwide basis. It was planned that, of these personnel, 5,030 67N20s and 1,557 enlisted supervisors would be surveyed, as well as 405 maintenance officers. These figures represent totals for the combined mail and on-site survey samples. A total of 2,978 completed questionnaires were received; an additional 2,129 potential respondents were unavailable for survey for various reasons. Thus, over 65% of the potential respondents were accounted for in one way or another, and over 73% of those surveyed responded or were otherwise accounted for. The numbers of completed questionnaires received by survey method, location, JDI form, and unit type are shown in Table 3.

The data presented in this report are based on the responses of 771 67N20 personnel, 180 enlisted supervisor personnel, and 83 maintenance officers who, at the time they were surveyed (either by mail or on-site), were *job incumbents performing or supervising UH-1 maintenance in combat units in Vietnam*. The distribution of these respondents as a function of (a) level of maintenance performed (organizational vs. DS/GS), (b) amount of UH-1 maintenance experience for 67N20s (0-6 months, 7-12 months, or 13+ months), and (c) job assignment (mechanic, crew chief, enlisted supervisor, or maintenance officer) is shown in Table 4.

Table 3. **Number of Each Type of Questionnaire Received by Location, Unit Type, and Method of Administration**

Location	Organizational Units				Direct and General Support Units			
	Form				Form			
	A	B	S	M	A	B	S	M
On-Site								
CONUS	124	121	60	13	30	27	44	8
Vietnam	213	222	65	10	38	37	5	3
Subtotal	(337)	(343)	(125)	(23)	(68)	(64)	(49)	(11)
Mail								
CONUS	213	213	133	29	25	47	47	7
Vietnam	260	238	97	61	36	24	57	9
Germany	50	54	59	30	15	12	90	9
Other Overseas	31	34	22	10	11	9	23	3
Subtotal	(554)	(539)	(311)	(130)	(87)	(92)	(217)	(28)
Total	891	882	436	153	155	156	266	39

Table 4. **Numbers of Personnel Performing or Supervising the Performance of UH-1 Maintenance**[a]

Organizational Personnel								DS/GS Personnel				
Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
0-6	7-12	13+	0-6	7-12	13+			0-6	7-12	13+		
109	191	66	50	179	104	131	71	16	35	19	49	12

[a] Those personnel performing UH-1 maintenance (i.e., mechanics and crew chiefs) are further categorized on the basis of number of months of UH-1 maintenance experience (i.e., 0-6; 6-12; and 13+)

SURVEY PROCEDURE

The JDIs were administered worldwide during the period of January-August 1968.

On-Site Survey. For on-site administration, the research team visited the units selected for survey and obtained current rosters of 67N20 and supervisor personnel. Commanding Officers of the units were informed of the purpose of the survey and were asked to release individuals for survey when they could be temporarily freed from their normal duties. Where more than one unit was to be surveyed at a location, individuals were drawn from several units for a given survey session. This, along with the fact that the research team remained at a given location from three to seven days, allowed for nearly 100% survey coverage without seriously interfering with the unit's mission. The survey was usually administered in an NCO club or mess hall, with groups for survey sessions ranging in size from 2 to 25 individuals, and averaging 10 to 12.[1] Individuals needed from one to four hours to complete the JDI.

Mail Survey. Specific individuals for the mail survey were identified by name and unit from information provided by USDATCOM. The appropriate form of the JDI (A, B, S, or M) was placed in an individual envelope labeled with the individual's name, his unit and address, and the type of JDI form enclosed. The JDIs were identical to those used in the on-site survey, except that each was stamped "Complete and Return within 15 days. The instructions for returning the questionnaire are on the last printed page." These instructions read: "Place the completed questionnaire in the envelope, SEAL the envelope and return it to the individual who gave it to you."

In units where more than one individual was scheduled for mail survey, the envelopes containing the JDIs were mailed to the Commanding Officer. He was informed that the JDIs were self-administrating and that supervised unit administration of the JDIs was neither necessary nor desired. He was asked to distribute the envelopes to the identified individuals. If the individual was not available for survey because of reassignment or other reasons, the Commanding Officer was instructed to destroy the JDI and indicate on a prepared form the reason why the individual was unavailable. After the sealed envelopes were returned by the respondents, they were mailed by the Commanding Officer to the U.S. Army Aviation Human Research Unit, Fort Rucker, Alabama.

If only one individual was being surveyed in the unit, the JDI was mailed directly to that individual, who completed the form and returned it directly to the Human Research Unit.

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[1] 67N20s and enlisted supervisors were frequently surveyed during the same survey session. Maintenance Officers, however, were given their JDI and asked to return it to the research team upon completion. They were not included in the group sessions, because it was felt that their presence might inhibit the responses of the enlisted personnel.

Chapter 3

RESULTS

The results of this survey provide a profile of the UH-1 maintenance personnel, including their training and background; a description of the UH-1 mechanic's general job activities; and data concerning the performance of the 1,323 maintenance tasks. As previously indicated, the only results presented in this report are the task performance data contained in Sections III and IV of the JDI. No attempt has been made to describe detailed data in this chapter; rather, the text will serve as an introduction to information in the appendices.

It has been necessary to use summarizing techniques in presenting the results of this survey. Data are presented only for *combat* job incumbents in Vietnam who were actually performing UH-1 maintenance in their current assignments.[1] Responses from Forms A and B were combined, as were those received through mail administration and on-site administration techniques. Some data are presented separately for mechanics assigned to organizational maintenance units and for those assigned to Direct Support/General Support (DS/GS) maintenance units. Similarly, separate reportings are given for different amounts of UH-1 maintenance experience: 0-6 months, 7-12 months, and 13+ months. These groupings were based on certain analyses of the data that determined groups which did and did not differ in their responses to a statistically significant degree.

Performance data for all the maintenance tasks are presented in Appendix A. Further analyses for organizational mechanics are presented in Appendices B-G, and similar analyses for DS/GS mechanics are presented in Appendices H-M. Appendix N contains a discussion of the comparability of Forms A and B of the questionnaire. The data indicate that, for the 44 tasks common to both Forms A and B, the correlations, by item, of percent performing was +0.95 for all organizational shop mechanics, +0.90 for all organizational crew chiefs, and +0.76 for all DS/GS shop mechanics. It is concluded that Forms A and B produced highly comparable results.

FREQUENCY OF TASK PERFORMANCE

As might be expected, there were some aircraft components on which all the associated tasks were reported as being performed. Table 5 lists those components on which at least 10% of either the organizational 67N20s or the DS/GS 67N20s reported performing[2] all the tasks associated with that component. As can be seen, organizational mechanics "performed" all of the tasks associated with 68 different aircraft components,

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[1] A total of 2,084 questionnaires were received from 67N20 personnel. Of these respondents, 798 reported that they were not performing UH-1 maintenance duties and therefore had nothing to report in Sections III and IV of the JDI.

[2] Since a concern of this research was to provide a basis for decisions relating to inclusion of various tasks in school training, it was necessary to adopt some means or convention for referring to tasks that were "performed" or "not performed." For this purpose, it was decided to refer to a task as "performed" by a given respondent group if 10% or more of that group reported having performed the task.

Table 5. Components for Which All Associated Tasks Were Performed, by Level of Maintenance

Organizational Mechanics Only

- Cyclic Control Tubes
- Tail Rotor Control Tubes
- Tail Rotor Control Quadrant
- Tail Rotor Pitch Control Mechanism
- Shoulder Harness
- Troop Seats
- Soundproofing
- First Aid Kits
- Windshield & Chin Bubbles
- Tail Rotor Drive Shaft Covers
- Tail Boom
- N_1 Tachometer Generator
- N_2 Tachometer Generator
- Fuel Boost Pump
- Main Fuel Strainer
- Starting Fuel Solenoid Valve Filter
- Engine Chip Detector Plugs
- Engine Magnetic Plug
- Engine Bearing Oil Strainers
- Oil Cooler Turbo Blower
- Tail Rotor Control Hydraulic Cylinder
- Cyclic & Collective Hydraulic Cylinder & Servo Valve Assembly
- Transmission External Oil Filter
- Transmission Oil Jets
- Transmission Assembly
- Tail Rotor Gear Box
- Main Rotor Mast Assembly
- Tail Rotor Drive Shaft
- Hanger Bearing Assembly
- Swashplate & Support Assembly
- Pitot Tube
- Windshield Wiper Blade & Army Assembly
- Anti Collision Light
- Transmission Chip Detector Plug

Organizational and DS/GS Mechanics

- Cyclic Control Stick
- Collective Pitch Control Tubes
- Tail Rotor Control Pedal and Adjuster Assembly
- Tail Rotor Control Cables
- Fire Extinguisher
- Pilot or Copilot Door
- Access Doors & Inspection Plates
- Transmission Cowling
- Engine Cowling
- Synchronized Elevator
- Tail Skid
- Tow Rings
- Landing Gear Skid Tube Assembly
- Landing Gear Cross Tube
- Cross Tube Retention Cap
- Induction System Air Filter
- Engine Intake Screen
- Engine Mount
- Collective Levers
- Fuel Quantity Tank Unit
- Main Fuel Line Strainer
- Engine Oil Tank
- Engine Oil Lines
- Engine Oil Cooler
- Transmission Pylon Isolation Mount
- Transmission Primary Oil Filter Assembly
- Transmission Chip Detector Plug
- Transmission Oil Cooler
- Transmission Magnetic Sump Plug
- Transmission Lift Link
- Input Drive Quill Assembly
- Main Drive Shaft Assembly
- Stabilizer Bar Dampers
- Scissors & Sleeve Assembly

DS/GS Mechanics Only

- Inertia Reels
- Cargo Door
- Whip Antenna
- Ground Handling Wheels
- Main Fuel Filter Assembly
- Engine Oil Filter
- Engine Oil Temperature Bulb
- Transmission Sump Plug
- Tail Rotor Drive Shaft
- Turn and Slip Indicator
- Main Generator Drive Quill Assembly
- Instrument Panel
- Airspeed Indicator

or about 27% of the 253 components covered by the JDI. This involved some 365 separate tasks, or 28% of the total 1,294 tasks relating to the specific hardware components. The DS/GS mechanics reported performing all of the tasks for 47 of the 253 aircraft components. Thirty-four of these components were common to those performed by the organizational mechanics, while 13 were not. There were 245 tasks associated with these 47 components.

Some caution is necessary in considering this listing of components all of whose associated tasks are "performed" by the DS/GS mechanics. It should be noted that, whereas 699 organizational level mechanics were represented in the data reported here, there were only 72 DS/GS mechanics in the sample. Of these, 18 were in the 0-6 months group, 35 in the 7-12 months group, and 19 in the 13+ months group. Further, keeping in mind that only half of the tasks were represented on Form A of the JDI and the other half on Form B, it can be seen that a DS/GS respondent experience subgroup could represent an extremely small N. For an N of 10, only one respondent would have to report performing a particular task for it to be included in the definition of "tasks performed." The DS/GS data are reported for completeness of coverage, but due to the small numbers of respondents involved, considerable care should be taken in their interpretation.

While it is obvious that school training should emphasize the tasks relating to the components listed in Table 5, there are other factors to be considered in designing school training programs. For example, some of the components on this list had only a small number of rather simple-to-perform tasks associated with them. Seat safety belts, to illustrate, had only three associated tasks—remove, install, and obtain serviceable replacement. Such tasks might receive relatively little emphasis in school training or be relegated entirely to unit training. In contrast, there were some components that had large numbers of associated tasks or tasks that were relatively complex. An example is the main rotor assembly which has 25 associated complex tasks; organizational mechanics and crew chiefs reported performing 23 of these 25 tasks. Components and tasks of this sort might well receive considerable emphasis in school training on the basis of their relatively high frequency of performance in the field and their complexity.

Table 6 lists several components for which one or more of the associated tasks were not "performed," but for which most of the tasks had a rather high frequency of performance. In general, these tasks were performed by 50% or more of organizational mechanics for all experience levels. Tasks exhibiting this high a frequency of field performance probably should receive special consideration in the design of school training programs.

The data in Appendices A and B and, to some extent, in Appendix H should be of principal concern to the school curriculum planner. Appendix B, in particular, is useful in identifying tasks on the basis of their relative frequency of occurrence in the field for the organizational level mechanic. Since this listing is arranged in order of frequency of occurrence of the tasks for the group with 0-6 months of experience, it can be used to define what the "new" mechanic does during his first six months on the job. It also shows how the enlisted maintenance supervisors evaluated the necessity for the new mechanic to be able to perform these tasks competently immediately upon reporting to the unit.

It is worth noting the differences between what enlisted supervisors think the newly graduated mechanic should know and what he actually would know if the school training program were based only upon actual frequency of task performance in the field. For example, Appendix B lists 635 maintenance tasks which 10% or more of the low-experience (i.e., 0-6 months) organizational mechanics and crew chiefs reported performing. Of these tasks, 96% were judged to be essential for the new graduate by the supervisors. In Appendix C 217 tasks are listed that were not reported as performed by

Table 6. Components With High Frequency of Performance of Certain Tasks, by Experience Group

Component/Task	Percent of Organizational 67N20s Performing Task		
	0-6 mo.	7-12 mo.	13+ mo.
Intermediate Gear Box			
Service	79	75	78
Remove	49	64	61
Battery (NICAD)			
Remove	78	87	85
Install	75	89	88
Tail Rotor Assembly			
Remove assembly	76	80	86
Install assembly	74	82	86
Track	73	77	81
Adjust pitch change links	68	77	85
Rig to tail rotor controls	61	68	76
Make operational check	50	61	65
Service	49	62	77
Main Rotor Assembly			
Install blades	75	85	86
Remove blades	74	85	85
Install rotor assembly	67	79	77
Track rotor assembly	66	77	82
Remove rotor assembly	65	77	77
Adjust pitch change links	63	74	80
Adjust trim tab	56	71	76
Adjust drag links	48	56	61
Tail Rotor Drive Shaft			
Install	68	69	61
Remove	62	82	69
Ground Handling Wheels			
Install	66	63	59
Remove	56	56	63
Jump Seats			
Remove	62	70	83
Install	51	71	68
Engine Tail Pipe Fairing			
Remove	51	56	61
Install	36	33	52
Hydraulic System Filters			
Install	51	59	68
Remove	44	59	60

the organizational mechanics and crew chiefs with 0-6 months' experience, but were performed by the 7-12 months group. Of these, 97% were judged to be essential by the enlisted supervisors. In Appendix D, 92% of 154 tasks performed by groups with 13+ months of experience, but not by less experienced groups, were marked as necessary for the new graduate by the supervisors, even though less than 10% of either the 0-6 or 7-12 months groups had reported performing those 154 tasks. Even in Appendix E, which lists 288 tasks which less than 10% of all experience groups reported performing, the enlisted supervisors still judged 78% of the task skills as required for the new graduate.

These data suggest that the maintenance supervisor expects the new graduate to be able to perform almost every conceivable maintenance task without regard to its actual frequency of occurrence in the field. Although this might be desirable from the supervisor's point of view, it is not economically feasible for school training to produce a graduate who is immediately capable of performing all potential tasks as he reports to a unit after graduation. While Appendices B and H are based on the criterion of 10% or more of the respondents reporting having performed or assisted in performing tasks, it is not suggested here that the 10% criterion be used in determining the content of school training. Other cutting points, such as 25% or 5% performing, could be selected. What is suggested is that the actual frequency of occurrence of a task requirement in the field is probably a better basis for an *initial* allocation of a task to school training than is the collective (and somewhat undiscriminating) opinion of supervisory personnel.

While it is true that, in one way or another, the maintenance system must make provision to be able to perform all tasks that may be required, regardless of the probability of their occurrence for any given mechanic, it does not follow that that provision must be made through the procedure of training all mechanics for that task during school training. A number of alternatives exist. For example, unit or on-the-job training (OJT) is an obvious possibility. Provision of job aids, procedural guides, or improved maintenance manuals is another. Finally, there is the possibility that the tasks would not be performed by either the organizational or DS/GS mechanic, but would be assigned to a still higher level of maintenance or handled simply by component replacement.

Although probability of occurrence of a task provides a reasonable basis for an *initial* allocation or non-allocation of tasks to school training, such allocations must be reviewed by training managers in light of other factors. For example, it might be decided to include in school training certain tasks that are critical to aircraft safety or operational availability or certain tasks that require considerable time for their performance, even though such tasks might occur infrequently in units. While frequency of occurrence of a task in the field environment is an important factor in the determination of what is to be included in school training, it is by no means the only factor that should be considered.

The focus of the data discussed in preceding paragraphs has been on tasks that are performed, but it is important to look also at the tasks that are not performed.[1] These are listed in Appendix E for the organizational personnel and in Appendix K for the DS/GS personnel. Examination of the 288 tasks in Appendix E shows that there were 35 aircraft components for which fewer than 10% of organizational mechanics reported having performed the associated tasks. These components are listed in Table 7. Also listed are 17 components for which fewer than 10% of the DS/GS personnel reported as having performed the associated tasks. Twelve components are common to the two groups of respondents. However, no implication is intended that task skills related to these components necessarily are unimportant or that the skills associated with them should

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[1] The reader is reminded that "not performed" means that less than 10% of the respondent group had reported performing that task.

Table 7. **Components in Which Fewer Than 10% of the Respondents Reported Having Performed Corresponding Maintenance Tasks, by Level of Maintenance**

Organization Mechanics Only

- Blackout Curtains
- Anti-Icing Interpreter
- Anti-Icing Air Valve
- Variable Inlet Guide Vane Actuator (L-13 only)
- Variable Inlet Guide Vane Linkage (L-13 only)
- Fuel Control Drive Pad Seal
- Starter Drive Pad Seal
- Main Fuel Manifold (L-13 only-either one)
- Fuel Divider & Dump Valve (L-13 only)
- Main Fuel Nozzles (T-Canes) (L-5 thru 11)
- Engine Oil Pressure Relief Valve
- Omni Indicator (Cross Pointer)
- Heater Control Panel
- Cabin Air Valves
- Hot Air Mixing Valve
- Noise Suppressors
- Heater Bleed Air Selector Valve
- Four-Way Control Valve Solenoid
- Defroster Nozzles
- Air Scoop Assemblies
- Overvoltage Relay
- Rheostats
- 28-Volt AC Transformer

Organizational and DS/GS Mechanics

- N_1 Turbine Wheel (L-13-either one)
- N_2 Turbine Wheel (L-13-either one)
- Engine Oil Manifold
- Heating & Bleed Air Separator Valve Control
- Thermocouple Lead Spool Resistor
- Terminal Boards and Wiring
- Bleed Air Four-Way Control Valve
- Defroster Control Valve
- Foot Warmer Control
- Foot Warmer Valve
- Air Scoop Pan Drain Tubes
- Bus Control Relay

DS/GS Mechanics Only

- Fuel Auxiliary Float Switch
- Reverse Current Relay
- Generator Field Control Relay
- External Power Door Limit Switch
- AC and DC Breakers and Panels

not be taught at the school level. As previously noted, other factors enter into such a determination.

PERFORMANCE OF MISCELLANEOUS DUTIES AND USE OF MAINTENANCE EQUIPMENT

As previously described, Section IV of the JDI requested information concerning the performance of some 29 miscellaneous maintenance and nonmaintenance duties and the use of some 40 items of maintenance-related equipment. Data on these areas are reported in Appendices F and G, for organizational personnel and in Appendices L and M for DS/GS personnel. As might be expected, both these levels of personnel report a high frequency of performance of inspections of all kinds and of ground handling of aircraft. In addition, these duties showed high performance rates per calendar unit of time.

While there were a number of duties that were reported by very few personnel at either maintenance level (principally those relating to maintenance of the various weapons systems), one of the principal points of interest in these data is the contrast between organizational and DS/GS personnel in frequency of performance of certain of these duties. For example, about twice as many organizational personnel reported performance of door gunner duties as did DS/GS personnel, while four times as many organizational personnel reported loading ammunition into aircraft weapons systems as did DS/GS mechanics. Many of these differences are to be expected because of the contrasting settings in which the two levels of personnel work, but the magnitude of such differences is less predictable.

Also of note here are the data from the enlisted supervisors. As compared with their ratings on maintenance tasks, there is a much greater degree of agreement between their evaluations of the necessity that the new 67N20 possess certain miscellaneous skills and the frequency with which the mechanic reports performing these miscellaneous tasks. In general, the supervisors do not feel that the weapons systems maintenance tasks are required of the new 67N20, and these are tasks with very low reported frequency of performance.

However, there is a sharp contrast between the data pertaining to supervisors' evaluations of the proficiency of new 67N20s in performing these 29 miscellaneous maintenance tasks and their evaluations of proficiency for the 1,294 specific maintenance tasks covered in Section III of the JDI. For example, of the 635 tasks listed in Appendix B (those "performed" by 10% or more of the 0-6 months organizational mechanics and crew chiefs), 25% or more of the enlisted supervisors indicated that "constant" or "much" supervision was needed by the new 67N20 on 193 of these tasks (30% of the 635 performed tasks). Of the 29 miscellaneous duties in Section IV of the JDI, only 12 were performed by 10% or more of the organizational personnel. Of these 12, 10 (83%) showed ratings of "constant" or "much" direction needed, by 25% or more of the supervisors. This tendency of supervisors to be more critical of the proficiency of new 67N20s for these miscellaneous tasks and duties may simply reflect the lack of specificity of the task descriptions, at least for some of the items.

With reference to the 40 items of maintenance equipment covered in Appendices G and M, most of the items are used by 10% or more of the new mechanics. Organizational mechanics report using 31 of the 40 items, while DS/GS mechanics report using 26 of the 40 items. In general, there is considerable correspondence between the two groups in frequency of using the various items. The availability of these items of equipment did not seem to be a problem for either level of maintenance. In general, 100% of the respondents indicated the equipment items were available to them. Again, supervisors tended to be critical of the ability of 67N20s to use these items of equipment without much direction. However, of 15 items of equipment reported as used by 25% or more of the organizational personnel, only three items were reported by 25% or more of the supervisors as requiring "much" or "constant" direction in their use by new 67N20s.

Chapter 4

DISCUSSION AND GENERAL CONCLUSIONS

The research reported here was concerned with both methodological and practical considerations. The use of job description data (JDD) in the development and evaluation of military training programs is becoming ever more important. As Army fiscal and manpower resources become more critical, and as equipment grows more costly and complex, it is becoming increasingly necessary that training be as efficient as possible and that it be directed to the necessary and crucial aspects of the job. The adoption of the systems engineering approach to training[1] by the Army provides a systematic methodology for achieving this goal. However, a key first element of this approach—perhaps its most important element, in practice—is that of detailed determination of the tasks that the man will actually perform on the job.

It is recognized that the development of adequate job description data is an activity that takes care and skill, and that it requires resources. Ideally, first-hand observations by experienced job analysts would be made of job incumbents' performance. Such observations are usually not possible, though, in terms of cost or availability of job analysts. The questionnaire inventory approach offers a feasible alternative. Results of this and other studies[2] support this approach.

Besides seeking to explore the practicality of the job description inventory as a means of gathering data describing Army jobs, particularly in the maintenance area, this research also was concerned with developing data describing a specific aviation maintenance job, MOS 67N20. The work was performed at a time when this particular job specialty was receiving great attention in Vietnam combat operations. In this regard, the general observations of the researchers indicated that Army aviation maintenance personnel performed remarkably well, particularly in the combat theater, and that the two Army service schools that provided the bulk of their training also performed extremely well during a difficult period. The experiences of that period and the data presented here provide valuable lessons for the future in terms of improved training efficiency and advances in training development methodology.

METHODOLOGICAL CONSIDERATIONS

The results of this research indicate that the field survey method can produce a valid and reliable picture of aviation maintenance jobs. It is a picture that provides useful data for designing training programs and for deciding what should be trained at the school and what should be trained elsewhere. In practice, training allocation decisions must be made on practical grounds as well as on the basis of JDD. However, the job data should remain primary, so the development of a sound job data base is a matter of considerable concern.

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[1] The Army uses the terminology *Systems Engineering of Training* to refer to this process, the Navy refers to it as the *Systems Approach to Training (SAT)*, and the Air Force uses the term *Instructional Systems Development (ISD)*. The Interservice Training Review Board is seeking to standardize the approach and terminology over the three services.

[2] Probably the most highly developed system for acquiring JDD is the USAF Comprehensive Occupational Data Analysis Program (CODAP) approach. The CODAP approach, as developed by Christal and his associates, is very similar to that employed here.

In order to develop adequate JDD, at least three basic requirements must be met: (a) adequate survey instruments, (b) a sound sample design, and (c) an effective administration mechanism. In the present instance, considerable effort went into the development of the JDI survey instruments. The method of drawing on the experience of expert maintenance personnel and the extensive pretesting that the JDI received ensured a comprehensive listing of tasks and job context questions, as well as a questionnaire that communicated to the respondents. While the questionnaire was lengthy, there was reason to believe, because of the extensive pretesting, it would produce valid and reliable data. The in-depth interviews that were given to pretest respondents as the questionnaire went through several modifications gave considerable assurance that (a) content coverage was thorough, (b) the item language communicated to the respondent population, and (c) respondents were conscientious in their responses. The development of the questionnaires is discussed in more detail in Appendix D of the previously published UPGRADE report.[1]

With reference to the sample design, since this was, in essence, a worldwide survey of virtually the entire 67N20 population, most sampling problems related to subgroup coverage were not encountered. However, there were adverse effects on data reliability that naturally occur as a function of small subgroup size. It was noted in the present data that reliability for the two smallest mechanic subgroups (N = 18 and N = 19) was somewhat low as compared with that of the other subgroups ranging in size from 35 to 179.

In the administration of the survey, the procedure followed was based on previous HumRRO survey experience. It was a procedure that could be expected to, and did, produce a high rate of return. If those persons not in maintenance jobs, no longer in the unit, in transit, in the hospital, and otherwise accounted for are subtracted from the number of persons to whom JDIs were sent, the return rate of completed questionnaires from the target population of aviation maintenance job incumbents was almost 70%. This is a high rate of return, especially for a questionnaire of this length and complexity, and considering that almost half the persons surveyed were in the combat theater. The key factors, in addition to having a meaningful JDI survey instrument, would seem to be:

- Surveying individuals by name.
- Having well-designed unit administration procedures with good instructions and requiring minimum work.
- Systematic call-back or follow-up procedures, including notification to the research team that the packet had been received at the unit.
- An authoritative cover letter signed by a military person of significance to the respondent groups (in this case, the Director of Army Aviation).
- Respondent anonymity, a critical factor particularly regarding response to job-context questions. (The respondent must be convinced that anonymity is adequately ensured.)

A point of considerable interest is that the JDI administered by mail produced data comparable to those JDIs administered on-site by the research team.[2] This, of course, greatly reduces the cost of this type of job surveys and makes them feasible for use in most military training-development or training-revision situations.

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[1] Schulz, *et al.*, *op. cit.*

[2] See Schulz, *et al.*, *op. cit.*

Splitting the task list into subunits that are more easily managed administratively does not degrade the quality of data produced. It may be argued that the length of the task inventory which the respondent completes is a critical factor in data quality; thus, reducing its length is important to data quality.

Of considerable interest to those responsible for systems engineering of training courses is the discrepancy that exists between what the supervisors feel are the necessary task skills that the new graduates should possess and those tasks that the new graduates (and even the more experienced mechanics) report they actually perform on the job. What the supervisor wants in his new mechanic and what is feasible, or affordable in school training, would seem quite different.

Most past military maintenance training programs have been designed on the basis of what expert maintenance personnel or superior officers feel is required to perform the job in question. Almost by definition, these persons typically are several years, or many years, removed from the job that the entry-level MOS man must perform. It is not surprising, therefore, that training curricula may be overloaded with "nice-to-know" information and skills. School training for entry-level MOSs must be a rational compromise—between the almost infinite number of task skills and knowledges that the new mechanic ideally would possess in order to be able to handle every conceivable maintenance situation, and the real, probabilistic world of what occurs on the job and what can be afforded in training. This stress on the necessity for developing the job description on the basis of what people really do on the job is one of the basic tenets of the systems approach to training. The present data confirm the importance of this tenet to the development of cost-effective training programs.

MAINTENANCE TRAINING CONSIDERATIONS

These data provide much general and specific information for those interested in helicopter maintenance training. High frequency tasks can be identified, as can the low frequency tasks performed by few or no mechanics. For example, only about half of the 1,294 maintenance tasks related to specific hardware components were reported as performed by 10% or more of the mechanics with 0-6 months' experience. Only 103 of the 1,294 tasks were performed by 50% or more of this same experience group. It is not suggested that school training should be omitted for any task that is not performed by at least some specified percentage of the new graduate respondents, but this must concern curriculum developers faced with limitations on training resources.

At the same time, the data indicate, for practically all tasks, a consistent increase in percentage of respondents performing a task as a function of amount of maintenance experience. This increase shows that performance requirements do exist for most of the tasks identified, even though they may not typically be performed by the new graduate. The question, then, is how to provide the training required to perform such tasks. In some cases, such tasks can be properly performed by the experienced mechanic without any specific training for the task through reference to Technical Manuals (TMs), job aids, or other sources. In other instances, the specific training required can be given by the unit. Finally, for some tasks the necessary training can only, or best, be given at the school level.

In interpreting this increase in percentage of respondents who reported performing a task as a function of time on the job, the reader should note that there may be several factors related to this. It may be a simple reflection of task difficulty and the tendency to assign the performance of the more difficult or critical tasks to the most experienced mechanics. Comment is made elsewhere in this report, for example, on the tendency for troubleshooting tasks to be more frequently performed by the higher experience level mechanics than by those with lesser experience. However, the increase in frequency with experience may also be, at least in part, artifactual in nature. That is, for any task requirement of a given probability of occurrence as a function of time, the likelihood that an individual will report having performed it may well be a simple linear function of his time on the job. In practice, frequency of performance is likely a function of these and other time-related factors.

As previously noted, the training system designer would do well to secure data for job incumbents concerning frequency of task performance rather than relying on the judgments of supervisory personnel. While supervisor judgments are an important input, they typically do not provide a good picture of actual day-to-day job task requirements for the new graduate in the field. Supervisors tend to state requirements for proficiency in many job tasks that the mechanic is infrequently, or never, required to perform. For example, 154 tasks are listed in Appendix D that were performed by 10% or more of only the most experienced mechanics group (i.e., those with 13 or more months of experience). Fewer than 10% of the other two experience groups reported performing these tasks. Yet, of these 154 tasks, 142, or 92%, were indicated by over 20% of the supervisors to be essential for the new 67N20 when he reports to his unit. Any such tasks should be included in school training only after careful consideration.

Occasionally, supervisors may fail to include a task even when the data show that it is performed fairly frequently by the new graduate. An example is "Repair Cyclic Control Stick." This task was performed by 31% of the group with 0-6 months experience, with 63% of those having performed it 1 or 2 times in the past month, 13% having performed it 3-6 times in the past month, and 6% having performed it 7-10 times in the past month. Seventy-one percent of those who performed this task reported that it occurred within the first two months they were in their unit. The concern here is that a task for which there is a real requirement for the new graduate to perform may be omitted from training if the supervisor's judgment were the only criterion for inclusion. Because of the possible adverse impact on aircraft operational availability, the omission of necessary tasks from training is potentially more serious than the inclusion of "nice-to-know" items.

While supervisor judgment should not be ignored, task frequency data supplied by incumbents should be a primary basis for developing or adjusting the content of training programs. In cases where the training program or the MOS already exists, the task data approach can be used since there are job incumbents in the field. In the case of a new system or new MOS, this will not be possible. It may be feasible to use a similar existing job; however, if none exists, the initial curriculum will necessarily be established on the basis of expert judgment, Technical Manuals, Field Manuals, and similar sources. As the number of people in the new job increases and operational experience accrues, it will then be possible to adjust or upgrade the training program on the basis of JDI data supplied by job incumbents.

The question might be raised as to whether it is necessary to gather extensive data from supervisors in the field. There does remain a need for data concerning the proficiency of the new graduate to provide feedback to the schools concerning their product quality. Certainly, the supervisor can provide such evaluative data.

Examination suggests that the mechanics' self-rating proficiency data may also provide useful information on their proficiency for school use. Their self-ratings show some degree of discrimination in their proficiency for the various tasks. For example, in the tasks performed by a relatively high proportion of the 0-6 months mechanics (i.e., 65% or more), the percentage of mechanics rating their proficiency as "very good" or "excellent" varies from 37% (Install Scissors and Sleeve Assembly) to 72% (Install Pilot or Copilot Seat). A similar variation in proficiency discrimination exists in their self-ratings throughout the task listing, although, as would be expected, the range increases somewhat as the number of respondents who report performing the task decreases.

Comparison of the mechanics' self-ratings of proficiency with the supervisors' ratings of amount of direction required by new 67N20 mechanics shows some differences. Correlations were computed on the task in Appendix B for the percentage of 0-6 months mechanics rating their proficiency as either "very good" or "excellent," with the percentage of supervisors rating the amount of direction required on the task by the new 67N20 as "little direction" or "no direction." For the 103 tasks reported as performed by 50% or more of the 0-6 months mechanics, the correlation of the ratings of proficiency between mechanics and supervisors was .37. For the 222 tasks performed by 25-49% of the 0-6 months mechanics, the correlation was .27. Thus, there is moderate correlation between these two estimates of task proficiency, but the relationship is not strong enough that one can conclude that they are substantially the same. In both these instances the supervisors seem to view the mechanics' proficiency somewhat more favorably than do the mechanics themselves.

While it would be necessary to correlate self-ratings of proficiency and supervisors' ratings with actual job-performance testing indices to evaluate their relative merits, it would appear that self-ratings of proficiency can provide usable data for a training quality control system at relatively little cost.

An exhaustive task listing, such as that developed here, can also be used by school curriculum designers as a checklist against which the content of training programs can be compared. Thus, when a given task is found not to be covered in a training program, the question arises as to whether it is covered adequately in other courses, by on-the-job training, or otherwise. In this way, its omission from a training program is based on conscious decision by training administrators, rather than on inadvertent or unknowing omission.

As would be expected from information in the earlier UPGRADE report,[1] the mechanics report relatively high frequency of occurrence of tasks relating to engine, transmission, rotor, and airframe systems. In contrast, they report low frequency of performance of tasks related to electrical, instrument, and anti-icing systems, fuel controls, and certain aspects of the engine.

Of particular note, though to be expected, is the change that occurs with experience in the frequency of troubleshooting tasks performed. Of the 635 tasks performed by 10% or more of the group with 0-6 months experience (Appendix B), only 39, or 6.1%, are troubleshooting tasks. Of the 217 tasks performed by 10% or more of the 7-12 months group (Appendix C), but not in Appendix B, some 25, or 11.5% are troubleshooting tasks. Of the 154 tasks in Appendix D (i.e., those performed by 10% or more of the 13+ months group only), some 31, or 20.1%, are troubleshooting tasks.

The manner in which training in troubleshooting skills is provided is a matter of importance to the curriculum designer. Some troubleshooting learning can probably occur only on the job where certain problems arise. Consideration of data such as are presented here can assist in deciding what should be trained at the school level and what should be trained on the job.

In all aspects of training, when a decision is made to relegate a training responsibility or function to the unit, care must be taken to ensure that the necessary resources are provided the unit and that a mechanism is established to ensure that the training objectives are accomplished. Allowing skills to develop in an uncoordinated fashion through chance exposure and unit experience may not produce the training result the Army desires, or at least it may not produce it in efficient or effective fashion.

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[1] Schulz *et al.*, *op. cit.*

CONCLUSIONS

While the reader who is knowledgeable in aviation maintenance will be able to draw many detailed conclusions from these data concerning maintenance of the UH-1 aircraft, no attempt is made here to do so. Rather, the following conclusions of general interest or applicability are offered in the hope that they may be useful to others concerned with training curriculum development in aviation maintenance and other areas.

(1) The job description inventory questionnaire can be used to gather job description data from job incumbents as a basis for training program development. The JDI can provide extensive and detailed data about the job (or the subsets of a job, as in the case of the 67N20 organizational mechanic, the 67N20 organizational crew chief, and the 67N20 DS/GS mechanic) and the circumstances in which it is performed, as is required in the systems approach to training design. The development and use of such JDIs are within the resources available at most, if not all, Army service schools.

(2) Administration of the JDI by mail can produce valid job data. The cost and time advantages of a mail survey can be substantial when compared with the cost of sending survey teams to the field.

(3) The JDI should be produced by a combination of experts in subject matter and experts in questionnaire development. Task listings should be exhaustive, and pretesting for clarity and administrative feasibility is essential.

(4) Administration procedures must receive careful attention, particularly for a mail survey. This is necessary both to secure valid data and to ensure adequate mail return of satisfactorily completed questionnaires. With proper attention, return rates well in excess of 50% can be secured from military populations, even for quite complex and lengthy questionnaires.

(5) Lengthy job task lists can be subdivided with no adverse effect on the resulting data if the questionnaire is well constructed and pretested, and if proper sampling procedures are followed. Every attempt should be made to keep the length of questionnaires to the minimum necessary.

(6) In developing objectives for school training, field supervisory personnel tend to judge practically all possible tasks as ones in which the new graduate should be proficient as he goes to the field. Therefore, supervisors may not be a very discriminating source of information concerning identification at the task level of essential, need-to-know content for school training. JDI data supplied by job incumbents provide a better basis for systems engineering of training programs.

(7) The exhaustive task listing developed for a JDI provides a convenient means to check the content of school and unit training programs to ensure that all tasks are adequately provided for in the overall training system. It also allows it to be made explicit where responsibility for a given training function resides.

(8) When responsibility for a given training function is assigned to field units, they must be provided with the resources necessary to accomplish that training function. Similarly, higher headquarters should establish feedback mechanisms to assess the extent to which field training objectives, as well as those of school training, are being accomplished.

(9) Job incumbents can provide useful and discriminating estimates of their own proficiency in performing job tasks. Such assessments can be used to evaluate the effectiveness of instructional programs and to provide a basis for program revision or upgrading. However, their self-estimates may differ somewhat from proficiency evaluations provided by supervisory personnel, so curriculum developers may wish to consider both types of proficiency evaluation data if resources permit. If resources for developing job data are limited, self-ratings of proficiency by job incumbents can be used to advantage.

APPENDICES

Appendix A

FREQUENCY OF PERFORMANCE OF MAINTENANCE TASKS, BY RESPONDENT GROUP AND EXPERIENCE LEVEL

Appendix A presents basic information concerning the frequency of performance of the 1,294 UH-1 maintenance tasks from Section III of the JDI questionnaire. Each of the three respondent groups (organizational mechanics, organizational crew chiefs, and DS/GS mechanics) is subdivided into three UH-1 maintenance experience groups (0-6 months, 7-12 months, and 13+ months). Thus, for each task, data are given for nine different respondent subgroups.

Two basic items of data are given: the number of persons who responded to the questions on that task, and the percentage of those respondents who reported that they had "performed" that task. A respondent is tabulated as having "performed" a task if he indicated on the JDI that he had performed the task or had assisted in performing it.

Appendix A is the only appendix that lists all 1,294 UH-1 maintenance tasks. The tasks are grouped as a function of the particular aircraft assembly or component to which they relate. Information concerning tasks related to a specific component (e.g., tail rotor control chain) can be found in this appendix. The 44 tasks that were common to both Forms A and B are indicated by an asterisk (*).

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of Unit Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
1. CYCLIC CONTROL STICK							
Disassemble	0-6	18	50	27	26	30	10
	7-12	45	91	27	77	19	16
	13+	32	34	38	52	17	6
Repair	0-6	35	54	21	24	13	8
	7-12	42	90	41	97	35	17
	13+	55	29	30	46	46	13
Assemble	0-6	22	50	27	26	20	10
	7-12	45	91	29	76	19	16
	13+	36	33	38	52	33	6
Rig to cyclic controls	0-6	40	55	33	24	38	8
	7-12	68	90	57	97	76	17
	13+	70	30	56	45	77	13
Troubleshoot	0-6	39	49	35	26	20	10
	7-12	47	91	39	75	25	16
	13+	56	34	47	51	20	5
Obtain serviceable replacement	0-6	33	65	25	24	25	8
	7-12	56	86	47	94	35	17
	13+	69	29	39	46	54	13
Remove	0-6	55	51	58	26	60	10
	7-12	67	92	48	77	65	17
	13+	66	32	56	52	50	6
Install	0-6	40	55	38	24	38	8
	7-12	64	87	51	96	29	17
	13+	69	29	43	46	77	13
2. CYCLIC CONTROL TUBES							
Repair	0-6	30	47	19	26	0	9
	7-12	20	89	20	75	13	15
	13+	25	52	24	51	17	6
Rig to cyclic controls	0-6	44	54	33	24	50	8
	7-12	73	89	52	96	63	16
	13+	69	29	59	44	77	13
Obtain serviceable replacement	0-6	66	47	31	26	22	9
	7-12	74	90	60	77	69	16
	13+	81	32	58	52	83	6
Troubleshoot	0-6	44	54	42	24	38	8
	7-12	60	87	52	96	47	17
	13+	66	29	51	45	69	13
Remove	0-6	63	49	50	26	70	10
	7-12	86	91	65	75	75	16
	13+	80	30	65	52	80	5
Install	0-6	68	56	42	24	75	8
	7-12	80	86	62	95	71	17
	13+	76	29	67	45	85	13
3. COLLECTIVE PITCH & POWER CONTROL LEVER							
Disassemble	0-6	18	49	13	26	6	10
	7-12	36	88	21	76	25	16
	13+	44	34	33	51	67	6
Repair	0-6	22	55	13	24	0	8
	7-12	41	88	23	96	12	17
	13+	43	28	36	45	25	12
Assemble	0-6	17	48	15	26	0	10
	7-12	38	88	20	76	31	16
	13+	39	33	33	51	50	6

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
3. COLLECTIVE PITCH & POWER CONTROL LEVER (Cont.)							
Rig to Collective control	0-6	25	55	31	24	13	8
	7-12	53	86	39	96	35	17
	13+	54	28	47	45	62	13
Rig to N^1-N^2 controls	0-6	6	47	8	26	10	10
	7-12	30	86	17	76	31	16
	13+	29	34	35	51	67	6
Troubleshoot	0-6	32	56	42	24	13	8
	7-12	52	87	42	95	24	17
	13+	64	28	40	45	67	12
Obtain serviceable replacement	0-6	13	48	8	26	0	10
	7-12	39	89	22	77	31	16
	13+	39	33	35	51	50	6
Remove	0-6	44	55	21	24	38	8
	7-12	68	87	44	95	44	16
	13+	62	29	48	44	83	12
*Install		A B	A B	A B	A B	A B	A B
	0-6	45 24	55 49	53 19	24 26	38 10	6 10
	7-12	68 55	87 91	45 25	96 76	35 50	17 16
	13+	66 59	29 34	48 40	44 52	75 50	12 6
4. COLLECTIVE PITCH CONTROL TUBES							
Repair	0-6	22	55	30	23	25	8
	7-12	27	85	17	96	6	17
	13+	42	26	27	45	54	13
Rig to collective controls	0-6	36	50	31	26	20	10
	7-12	55	91	44	77	63	16
	13+	61	33	53	51	67	6
Troubleshoot	0-6	35	55	29	24	50	8
	7-12	52	85	42	96	41	17
	13+	48	25	43	44	83	12
Obtain serviceable replacement	0-6	51	49	27	26	11	9
	7-12	62	91	48	77	40	15
	13+	58	33	49	51	33	6
Remove	0-6	66	56	46	23	75	8
	7-12	75	88	58	97	65	17
	13+	61	28	59	46	92	12
Install	0-6	55	49	51	26	40	10
	7-12	71	90	53	76	56	16
	13+	82	33	61	51	83	6
5. TAIL ROTOR CONTROL PEDAL & ADJUSTER							
Disassemble	0-6	32	56	26	23	38	8
	7-12	41	87	31	96	29	17
	13+	39	28	40	45	46	13
Repair	0-6	19	48	35	26	20	10
	7-12	48	92	34	74	19	16
	13+	47	34	27	51	47	6
Assemble	0-6	29	56	26	23	25	8
	7-12	43	86	34	95	35	17
	13+	43	28	43	44	38	13
Adjust	0-6	38	49	38	26	20	10
	7-12	59	90	58	77	56	16
	13+	56	34	56	52	67	6
*Rig to tail rotor controls		A B	A B	A B	A B	A B	A B
	0-6	54 48	56 50	67 40	24 23	63 30	8 10
	7-12	63 66	87 92	51 57	95 77	71 63	17 16
	13+	68 62	28 34	55 56	44 50	85 83	13 6

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
5. TAIL ROTOR CONTROL PEDAL & ADJUSTER (Cont.)							
Service	0-6	41	49	35	26	20	10
	7-12	66	89	66	76	33	15
	13+	65	34	64	50	50	6
Obtain serviceable replacement	0-6	32	56	43	23	25	8
	7-12	44	85	44	94	50	16
	13+	41	27	44	43	69	13
Troubleshoot	0-6	27	48	28	25	10	10
	7-12	59	88	45	75	44	16
	13+	59	34	58	50	50	6
Remove	0-6	35	55	35	23	50	8
	7-12	55	86	45	96	47	17
	13+	48	27	44	43	69	13
Install	0-6	35	51	33	24	30	10
	7-12	62	90	37	76	69	16
	13+	59	34	48	50	67	6
6. TAIL ROTOR CONTROL TUBES							
Repair	0-6	20	55	17	24	25	8
	7-12	25	87	9	96	12	17
	13+	36	28	18	44	17	12
Rig to tail rotor controls	0-6	38	50	19	26	0	10
	7-12	63	90	52	77	81	16
	13+	50	34	60	52	50	6
Obtain serviceable replacement	0-6	35	55	29	24	38	8
	7-12	60	87	35	96	65	17
	13+	46	28	44	43	69	13
Troubleshoot	0-6	21	48	19	26	10	10
	7-12	54	87	41	75	38	16
	13+	59	34	58	52	33	6
Remove	0-6	43	55	46	24	63	8
	7-12	66	88	45	94	65	17
	13+	59	29	56	45	85	13
Install	0-6	53	51	15	26	50	10
	7-12	71	89	53	76	93	15
	13+	65	34	62	52	67	6
7. TAIL ROTOR CONTROL QUADRANT							
Disassemble	0-6	20	56	27	22	13	8
	7-12	47	88	19	94	41	17
	13+	38	29	24	46	62	13
Repair	0-6	20	40	8	26	0	10
	7-12	27	90	19	77	31	16
	13+	52	34	22	51	0	6
Assemble	0-6	18	56	23	22	13	8
	7-12	42	86	20	94	41	17
	13+	38	29	22	45	77	13
Rig to tail rotor controls	0-6	36	50	15	26	30	10
	7-12	55	89	44	77	69	16
	13+	41	34	39	51	67	6
Obtain serviceable replacement	0-6	21	56	35	23	13	8
	7-12	35	85	19	95	29	17
	13+	34	29	31	45	54	13
Remove	0-6	38	50	15	26	30	10
	7-12	63	88	27	75	69	16
	13+	48	33	37	52	50	6
Install	0-6	27	56	35	23	13	8
	7-12	58	88	25	95	47	17
	13+	41	29	31	45	69	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
8. TAIL ROTOR CONTROL CABLES							
Disassemble	0-6	59	49	31	26	30	10
	7-12	79	89	59	75	81	16
	13+	82	34	69	52	67	6
Assemble	0-6	49	55	50	22	25	8
	7-12	64	88	37	94	69	16
	13+	66	29	57	44	62	13
Rig to tail rotor controls	0-6	65	49	31	26	50	10
	7-12	82	92	68	77	88	16
	13+	88	34	79	52	100	6
Adjust tension	0-6	74	54	71	24	50	8
	7-12	87	89	68	95	82	17
	13+	93	29	73	44	100	12
Obtain serviceable replacement	0-6	51	47	23	26	20	10
	7-12	72	92	53	76	63	16
	13+	62	34	63	52	33	6
*Troubleshoot		A B	A B	A B	A B	A B	A B
	0-6	55 43	55 47	58 27	24 26	25 10	8 10
	7-12	67 66	85 89	51 59	93 73	59 40	17 15
	13+	66 82	29 34	69 63	45 52	83 17	12 6
Remove	0-6	55	47	31	26	50	10
	7-12	82	90	63	76	75	16
	13+	73	33	71	52	67	6
Install	0-6	48	56	59	22	38	8
	7-12	82	88	60	93	75	16
	13+	76	29	69	45	83	12
9. TAIL ROTOR CONTROL PULLEYS							
Obtain serviceable replacement	0-6	40	50	8	25	10	10
	7-12	63	92	42	76	56	16
	13+	53	34	54	52	33	6
Remove	0-6	41	56	42	24	25	8
	7-12	73	86	44	96	76	17
	13+	55	29	57	46	77	13
Install	0-6	40	50	19	26	40	10
	7-12	71	92	46	76	69	16
	13+	59	34	52	52	67	6
10. TAIL ROTOR CONTROL CHAIN							
Rig to tail rotor controls	0-6	65	55	63	24	50	8
	7-12	80	89	68	96	88	16
	13+	87	30	64	45	100	13
Obtain serviceable replacement	0-6	42	48	15	26	44	9
	7-12	74	92	49	76	50	16
	13+	65	34	65	52	17	6
Remove	0-6	57	54	55	22	50	8
	7-12	77	86	66	95	71	14
	13+	80	30	55	44	100	13
Install	0-6	55	51	35	26	60	10
	7-12	85	93	61	76	75	16
	13+	71	34	75	51	100	6
11. TAIL ROTOR PITCH CONTROL MECHANISM							
Disassemble	0-6	58	55	46	24	50	8
	7-12	65	89	56	96	71	17
	13+	73	30	67	46	62	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
11. TAIL ROTOR PITCH CONTROL MECHANISM (Cont.)							
Repair	0-6	32	50	8	26	0	9
	7-12	47	89	31	75	31	16
	13+	38	32	40	52	0	6
Assemble	0-6	63	56	42	24	63	8
	7-12	68	87	54	96	65	17
	13+	70	30	67	46	62	13
Rig to tail rotor controls	0-6	58	50	23	26	33	9
	7-12	75	91	62	76	88	16
	13+	75	32	73	52	67	6
Service	0-6	45	55	58	24	38	8
	7-12	64	86	63	95	50	16
	13+	63	30	67	45	69	13
Troubleshoot	0-6	33	49	12	25	11	9
	7-12	57	88	52	75	38	16
	13+	70	33	62	52	33	6
Obtain serviceable replacement	0-6	39	54	38	24	38	8
	7-12	63	87	55	96	65	17
	13+	63	30	67	45	38	13
Remove	0-6	52	50	23	26	40	10
	7-12	80	92	63	76	71	14
	13+	69	32	77	52	67	6
Install	0-6	59	56	46	24	50	8
	7-12	76	89	66	97	65	17
	13+	80	30	73	45	92	13
12. FORCE GRADIENT ASSEMBLIES							
Disassemble	0-6	16	50	12	25	11	9
	7-12	29	90	17	76	13	16
	13+	30	33	25	52	17	6
Repair	0-6	9	56	4	25	13	8
	7-12	11	87	16	94	6	17
	13+	21	29	14	44	15	13
Assemble	0-6	12	50	4	24	11	9
	7-12	28	88	13	76	6	16
	13+	33	33	25	52	17	6
Adjust	0-6	11	56	29	24	13	8
	7-12	23	86	22	95	18	17
	13+	31	29	23	44	38	13
Rig to flight controls	0-6	20	50	13	24	11	9
	7-12	43	89	26	76	19	16
	13+	36	33	38	52	50	6
Obtain serviceable replacement	0-6	18	56	17	24	13	8
	7-12	27	86	38	95	41	17
	13+	41	29	16	45	38	13
Troubleshoot	0-6	20	50	17	24	0	9
	7-12	38	88	37	76	7	15
	13+	52	33	38	52	0	6
Remove	0-6	35	55	38	24	13	8
	7-12	60	88	52	94	41	17
	13+	62	29	56	45	54	13
Install	0-6	28	50	23	26	30	10
	7-12	55	92	33	75	25	16
	13+	58	33	44	52	33	6

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
13. MAGNETIC BRAKE ASSEMBLY							
Rig to flight controls	0-6	14	56	26	23	13	8
	7-12	27	89	33	96	47	17
	13+	38	29	28	[illegible]	38	13
		A B	A B	A B	A B	A B	A B
*Obtain serviceable replacement	0-6	21 22	56 50	22 23	23 26	13 20	8 10
	7-12	26 42	88 92	36 32	96 76	35 19	17 16
	13+	45 56	29 32	39 42	44 52	23 33	13 6
Troubleshoot	0-6	22	55	24	21	13	8
	7-12	27	88	34	94	29	17
	13+	48	29	38	45	38	13
Remove	0-6	28	50	35	26	20	10
	7-12	52	92	48	75	44	16
	13+	76	33	52	52	33	6
Install	0-6	30	56	43	23	25	8
	7-12	42	88	41	93	41	17
	13+	55	29	56	44	54	13
14. BELL CRANKS							
Purge	0-6	58	48	19	26	30	10
	7-12	73	86	55	76	65	16
	13+	88	32	56	50	67	6
Obtain serviceable replacement	0-6	56	54	54	24	75	8
	7-12	75	89	55	96	47	17
	13+	66	29	54	46	69	13
Remove	0-6	70	46	31	26	50	10
	7-12	89	90	68	74	81	16
	13+	75	32	69	51	83	6
Install	0-6	62	55	50	24	63	8
	7-12	85	87	61	94	71	17
	13+	72	29	53	45	92	13
15. SAFETY BELTS							
Obtain serviceable replacement	0-6	12	49	42	24	20	10
	7-12	32	90	72	75	19	16
	13+	44	32	70	50	33	6
Remove	0-6	58	55	79	24	63	8
	7-12	66	89	85	96	65	17
	13+	66	29	98	44	85	13
Install	0-6	33	49	77	26	67	9
	7-12	58	91	85	75	69	16
	13+	70	33	80	50	100	6
16. SHOULDER HARNESS							
Obtain serviceable replacement	0-6	15	55	30	23	0	8
	7-12	31	89	44	95	6	17
	13+	36	28	47	43	38	13
Remove	0-6	16	50	27	26	10	10
	7-12	33	90	63	76	25	16
	13+	45	33	61	51	50	6
Install	0-6	16	56	33	24	13	8
	7-12	42	88	57	96	24	17
	13+	36	28	56	43	46	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
17. INERTIA REEL		A B	A B	A B	A B	A B	A B
*Test	0-6	25 8	56 50	26 31	23 26	25 0	8 10
	7-12	38 40	89 89	47 64	96 76	18 25	17 16
	13+	41 30	29 31	37 69	44 52	15 33	13 6
Obtain serviceable replacement	0-6	11	56	17	24	13	8
	7-12	28	88	42	96	12	17
	13+	34	29	55	44	23	13
Remove	0-6	6	49	8	25	10	10
	7-12	38	90	50	76	31	16
	13+	39	33	58	52	33	6
Install	0-6	16	56	22	23	13	8
	7-12	36	88	51	97	24	17
	13+	41	29	60	45	23	13
18. PILOT OR COPILOT SEAT							
Disassemble	0-6	8	48	8	25	0	10
	7-12	36	88	21	73	7	15
	13+	27	33	27	51	0	6
Repair	0-6	29	52	14	22	13	8
	7-12	31	87	29	94	0	16
	13+	33	27	25	44	23	13
Assemble	0-6	13	48	16	25	0	10
	7-12	24	88	23	73	7	15
	13+	27	33	29	51	0	6
		A B	A B	A B	A B	A B	A B
*Service	0-6	34 27	53 48	35 31	23 26	13 10	8 10
	7-12	40 50	86 88	56 60	94 75	6 44	16 16
	13+	48 45	27 33	50 65	41 51	54 17	13 6
Adjust	0-6	27	48	46	26	30	10
	7-12	54	80	71	75	63	16
	13+	52	33	63	52	50	6
Obtain serviceable replacement	0-6	14	51	27	22	13	8
	7-12	27	85	26	95	31	16
	13+	41	27	26	43	46	13
Remove	0-6	69	49	65	26	60	10
	7-12	88	92	84	74	81	16
	13+	85	33	83	52	83	6
Install	0-6	70	56	54	24	63	8
	7-12	83	88	77	96	76	17
	13+	72	29	74	43	92	13
19. JUMP SEATS							
Disassemble	0-6	19	18	56	25	10	10
	7-12	27	90	55	75	44	16
	13+	42	33	65	52	17	6
Repair	0-6	6	54	9	23	0	8
	7-12	9	86	20	93	0	17
	13+	21	29	23	44	31	13
Assemble	0-6	19	48	60	25	20	10
	7-12	34	90	55	75	38	16
	13+	48	33	73	51	17	6
Obtain serviceable replacement	0-6	11	54	14	22	13	8
	7-12	12	85	37	94	29	17
	13+	28	29	50	44	58	12

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
19. JUMP SEATS (Cont.)							
Remove	0-6	55	51	76	25	60	10
	7-12	60	90	82	74	81	16
	13+	76	33	88	50	67	6
Install	0-6	46	56	61	23	50	8
	7-12	63	88	79	95	65	17
	13+	55	29	77	43	100	12
20. TROOP SEATS							
Disassemble	0-6	22	49	52	25	10	10
	7-12	34	90	68	75	25	16
	13+	44	32	65	52	17	6
Repair	0-6	13	55	14	21	0	8
	7-12	10	87	35	92	0	17
	13+	28	29	33	45	38	13
Assemble	0-6	29	49	56	25	20	10
	7-12	42	90	69	74	31	16
	13+	56	32	71	51	17	6
Obtain serviceable replacement	0-6	15	55	38	21	25	8
	7-12	16	86	55	92	29	17
	13+	34	29	56	45	54	13
Remove	0-6	59	51	83	24	60	10
	7-12	65	91	83	75	100	16
	13+	78	32	82	51	67	6
Install	0-6	55	56	74	23	75	8
	7-12	65	88	85	94	76	17
	13+	62	29	73	44	92	13
21. SOUNDPROOFING							
Repair	0-6	14	49	12	25	0	10
	7-12	14	88	32	75	6	16
	13+	22	32	35	52	0	6
Obtain serviceable replacement	0-6	18	56	52	23	13	8
	7-12	20	88	64	94	29	17
	13+	41	29	64	44	46	13
Remove	0-6	63	51	64	25	50	10
	7-12	69	91	83	76	88	16
	13+	67	33	75	51	83	6
Install	0-6	42	55	58	24	50	8
	7-12	58	88	81	96	59	17
	13+	59	29	76	46	69	13
22. FIRST AID KITS							
Obtain serviceable replacement	0-6	10	49	32	25	11	9
	7-12	18	91	62	73	25	16
	13+	27	33	65	51	50	6
Inspect for contents of unsealed packet	0-6	20	55	39	23	0	8
	7-12	18	89	54	98	24	17
	13+	30	27	55	42	42	12
Inspect for seal intact and unbroken	0-6	14	50	60	25	22	9
	7-12	36	90	80	76	38	16
	13+	67	33	75	52	50	16

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
22. FIRST AID KITS (Cont.)							
Remove	0-6	38	56	75	24	63	8
	7-12	47	88	76	96	56	16
	13+	59	29	87	45	75	12
Install	0-6	31	51	68	25	50	10
	7-12	57	87	95	75	56	16
	13+	72	32	83	52	100	6
23. FIRE EXTINGUISHER							
Inspect for weight	0-6	17	54	39	23	13	8
	7-12	26	89	47	97	6	17
	13+	33	27	55	44	42	12
Obtain serviceable replacement	0-6	19	48	52	25	20	10
	7-12	33	90	58	73	13	16
	13+	45	33	65	51	50	6
Remove	0-6	41	56	83	24	50	8
	7-12	59	88	81	94	50	16
	13+	55	29	89	45	83	12
Install	0-6	46	50	80	25	44	9
	7-12	66	90	97	74	60	15
	13+	84	32	85	52	100	6
24. ELECTRICAL JETTISON CONTROLS							
*Test		A B	A B	A B	A B	A B	A B
	0-6	5 2	56 50	13 20	24 25	0 0	8 10
	7-12	7 11	87 90	17 14	96 76	6 13	17 16
	13+	21 18	28 33	33 19	45 52	23 0	13 6
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	8	89	4	76	6	16
	13+	13	32	8	52	0	6
Troubleshoot	0-6	5	56	9	23	0	8
	7-12	5	87	11	96	0	17
	13+	18	28	16	45	8	13
Remove	0-6	4	50	4	25	10	10
	7-12	9	89	4	76	13	16
	13+	19	32	8	52	17	6
Install	0-6	5	56	4	23	0	8
	7-12	5	87	6	95	0	17
	13+	18	28	18	45	23	13
25. MANUAL JETTISON CONTROLS							
Repair	0-6	22	50	12	25	0	10
	7-12	17	88	14	76	31	16
	13+	33	33	25	52	33	6
Rig system	0-6	22	55	13	24	13	8
	7-12	13	89	18	96	24	17
	13+	38	26	24	45	15	13
Test	0-6	24	50	32	25	10	10
	7-12	34	90	37	76	31	16
	13+	52	33	46	52	50	6
Obtain serviceable replacement	0-6	9	54	8	24	13	8
	7-12	13	87	9	94	6	17
	13+	19	27	23	44	8	13
Troubleshoot	0-6	14	50	12	25	0	10
	7-12	18	87	13	76	19	16
	13+	42	33	23	52	17	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
25. MANUAL JETTISON CONTROLS (Cont.)							
Remove	0-6	22	55	13	24	13	8
	7-12	16	67	18	96	18	17
	13+	43	28	27	44	15	13
Install	0-6	20	50	8	25	10	10
	7-12	18	87	16	76	31	16
	13+	36	33	25	51	33	6
26. PILOT OR COPILOT DOOR							
Disassemble	0-6	25	55	13	23	25	8
	7-12	34	89	26	92	29	17
	13+	36	28	30	43	38	13
Repair	0-6	19	48	20	25	30	10
	7-12	36	89	37	75	31	16
	13+	42	33	42	52	0	6
Assemble	0-6	23	55	13	23	25	8
	7-12	35	88	27	92	35	17
	13+	36	28	35	43	38	13
Adjust	0-6	20	49	28	25	20	10
	7-12	55	89	37	76	44	16
	13+	58	33	54	52	50	6
Test for jettison	0-6	44	55	61	23	38	8
	7-12	70	88	74	95	41	17
	13+	68	28	82	45	69	13
Service	0-6	29	48	36	25	40	10
	7-12	48	89	59	75	63	16
	13+	64	33	67	52	17	6
Obtain serviceable replacement	0-6	31	55	42	24	38	8
	7-12	40	87	39	94	35	17
	13+	50	28	53	43	38	13
Remove	0-6	71	51	52	25	50	10
	7-12	91	91	78	76	81	16
	13+	81	32	81	52	83	6
Install	0-6	66	65	71	24	50	8
	7-12	82	88	78	93	71	17
	13+	68	28	80	44	85	13
27. CARGO DOOR							
Disassemble	0-6	10	49	12	25	10	10
	7-12	33	88	24	75	20	15
	13+	39	33	41	51	17	6
Repair	0-6	29	55	23	24	25	8
	7-12	26	89	35	93	18	17
	13+	44	27	41	44	31	13
Assemble	0-6	8	49	8	25	10	10
	7-12	33	87	25	75	20	15
	13+	39	33	43	51	17	6
Adjust	0-6	22	55	33	24	25	8
	7-12	40	88	36	94	47	17
	13+	52	27	56	45	62	13
Service	0-6	29	49	28	25	20	10
	7-12	53	89	62	74	44	16
	13+	55	33	53	51	17	6
Obtain serviceable replacement	0-6	15	55	25	24	25	8
	7-12	24	87	30	93	35	17
	13+	44	27	40	43	54	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
27. CARGO DOOR (Cont.)							
Remove	0-6	53	51	52	25	50	10
	7-12	70	90	70	74	81	16
	13+	67	33	65	51	50	6
Install	0-6	42	53	50	24	63	8
	7-12	56	86	55	95	47	17
	13+	46	28	60	43	69	13
28. ACCESS DOORS & INSPECTION PLATES							
Disassemble	0-6	51	49	52	25	70	10
	7-12	66	90	57	76	86	14
	13+	65	31	69	52	50	6
Repair	0-6	14	51	9	25	13	8
	7-12	17	88	21	94	12	17
	13+	30	27	30	43	15	13
Assemble	0-6	35	49	40	25	56	9
	7-12	66	90	54	76	86	14
	13+	60	32	69	52	50	6
Adjust	0-6	22	51	13	24	13	8
	7-12	17	87	24	94	18	17
	13+	26	27	33	43	31	13
Obtain serviceable replacement	0-6	31	49	8	24	44	9
	7-12	52	90	37	75	60	15
	13+	41	32	57	51	33	6
Remove	0-6	85	53	75	24	88	8
	7-12	79	87	83	95	82	17
	13+	80	27	80	45	77	13
29. WINDSHIELDS & CHIN BUBBLES							
Repair	0-6	12	50	20	25	8	10
	7-12	25	87	18	76	25	16
	13+	32	31	33	52	33	6
Obtain serviceable replacement	0-6	17	54	25	24	25	8
	7-12	43	89	35	94	29	17
	13+	48	27	36	45	38	13
Remove	0-6	34	50	32	25	60	10
	7-12	67	90	41	76	75	16
	13+	56	32	44	52	67	6
Install	0-6	36	53	25	24	63	8
	7-12	60	88	42	95	65	17
	13+	45	26	45	44	46	13
30. WINDOWS							
Repair	0-6	16	40	8	25	8	10
	7-12	26	89	39	75	13	15
	13+	31	32	37	51	17	6
Obtain serviceable replacement	0-6	15	55	33	24	25	8
	7-12	28	89	41	94	29	17
	13+	46	28	53	45	46	13
Remove	0-6	22	49	36	25	50	10
	7-12	50	90	53	75	75	16
	13+	61	33	52	52	50	6
Install	0-6	33	53	50	24	50	8
	7-12	41	87	53	93	38	16
	13+	50	27	50	44	54	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20 Reporting	Percent Performing or Assisting	Number of 67N20 Reporting	Percent Performing or Assisting	Number of 67N20 Reporting
31. FM HOMING ANTENNA ELEMENTS							
Obtain serviceable replacement	0-6	0	50	0	25	0	10
	7-12	11	90	9	76	0	16
	13+	18	33	10	52	17	6
Remove	0-6	17	54	8	24	13	8
	7-12	19	88	19	97	12	17
	13+	32	28	20	45	31	13
Install	0-6	4	50	0	25	10	10
	7-12	16	89	13	76	13	16
	13+	18	33	12	52	33	6
32. WHIP ANTENNA							
Obtain serviceable replacement	0-6	9	55	4	24	13	8
	7-12	20	88	11	85	47	17
	13+	18	28	16	45	31	13
Remove	0-6	40	50	20	25	20	10
	7-12	57	89	30	76	56	16
	13+	48	33	25	52	67	6
Install	0-6	40	55	21	24	25	8
	7-12	40	88	26	97	35	17
	13+	36	29	32	44	46	3
33. BLACKOUT CURTAINS							
Adjust	0-6	0	50	0	24	0	10
	7-12	3	88	4	75	0	16
	13+	6	33	10	52	0	6
Repair	0-6	2	55	0	24	0	8
	7-12	1	88	4	96	0	17
	13+	2	28	2	45	8	13
Obtain serviceable replacement	0-6	0	50	0	24	0	10
	7-12	8	88	1	75	0	16
	13+	9	33	6	52	0	6
Remove	0-6	2	55	0	24	13	8
	7-12	1	87	11	97	6	17
	13+	7	28	2	44	15	13
Install	0-6	0	50	8	25	10	10
	7-12	4	89	8	76	0	16
	13+	6	32	10	52	0	6
34. LITTER SUPPORTS							
Repair	0-6	4	55	0	24	0	8
	7-12	1	88	4	96	0	17
	13+	4	28	4	45	8	13
Obtain serviceable replacement	0-6	8	49	4	25	0	10
	7-12	7	88	3	76	0	16
	13+	6	33	8	52	0	6
Remove	0-6	7	55	4	24	25	8
	7-12	5	87	5	97	0	17
	13+	7	27	14	44	15	13
Install	0-6	14	50	8	25	10	10
	7-12	20	89	3	76	0	16
	13+	12	33	12	52	17	6

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel: Shop Mechanics, Percent Performing or Assisting	Organizational Personnel: Shop Mechanics, Number of 67N20 Reporting	Organizational Personnel: Crew Chiefs, Percent Performing or Assisting	Organizational Personnel: Crew Chiefs, Number of 67N20 Reporting	DS and GS Personnel: Shop Mechanics, Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics, Number of 67N20 Reporting
35. CARGO TIEDOWNS							
Obtain serviceable replacement	0-6	2	55	4	24	0	8
	7-12	1	88	14	95	0	17
	13+	14	29	7	45	23	13
Remove	0-6	8	50	8	25	20	10
	7-12	16	90	23	75	25	16
	13+	21	33	22	51	17	6
Install	0-6	2	55	8	24	13	8
	7-12	7	87	15	95	12	17
	13+	15	27	18	41	31	13
36. CARGO SUSPENSION SYSTEM							
Disassemble	0-6	6	50	8	25	0	10
	7-12	11	90	9	76	7	15
	13+	22	32	13	52	0	6
Repair	0-6	7	55	4	24	13	8
	7-12	3	88	8	96	0	17
	13+	21	28	11	44	15	13
Assemble	0-6	6	50	8	25	0	10
	7-12	11	90	8	76	7	15
	13+	15	33	12	52	0	6
Rig	0-6	9	55	8	24	13	8
	7-12	9	88	9	96	12	17
	13+	27	26	19	43	31	13
Service	0-6	12	50	8	25	20	10
	7-12	17	90	25	76	13	15
	13+	27	33	21	52	17	6
Test	0-6	7	55	21	24	13	8
	7-12	16	88	23	96	24	17
	13+	37	27	34	44	31	13
Obtain serviceable replacement	0-6	4	49	4	25	20	10
	7-12	16	89	8	75	7	15
	13+	25	32	12	52	17	6
Troubleshoot	0-6	7	55	6	24	13	8
	7-12	3	88	9	96	6	17
	13+	22	27	21	43	15	13
Remove	0-6	14	51	16	25	30	10
	7-12	34	90	29	76	38	16
	13+	33	27	37	52	33	6
Install	0-6	15	55	13	24	25	8
	7-12	22	88	15	96	35	17
	13+	41	27	23	43	38	13
37. RESCUE HOIST							
Repair	0-6	0	49	4	25	0	10
	7-12	1	88	5	76	0	16
	13+	3	52	4	52	0	6
Service	0-6	2	55	4	24	13	8
	7-12	3	88	7	97	0	17
	13+	7	29	4	45	8	13
*Test		A / B	A / B	A / B	A / B	A / B	A / B
	0-6	2 / 0	55 / 49	0 / 8	23 / 25	0 / 0	8 / 10
	7-12	3 / 7	87 / 89	7 / 8	96 / 76	6 / 0	17 / 16
	13+	4 / 9	28 / 33	9 / 10	44 / 51	8 / 0	13 / 6
Obtain serviceable replacement	0-6	2	55	0	24	0	8
	7-12	2	87	5	96	6	17
	13+	4	28	5	44	8	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
37. RESCUE HOIST (Cont.)							
Troubleshoot	0-6	0	49	25	25	0	10
	7-12	3	89	5	76	0	16
	13+	6	32	8	51	0	6
Remove	0-6	5	55	4	24	0	8
	7-12	9	87	7	96	6	17
	13+	7	28	9	44	8	13
Install	0-6	2	50	8	25	0	10
	7-12	9	88	11	76	0	16
	13+	3	32	10	54	0	6
38. TRANSMISSION COWLING							
Disassemble	0-6	70	53	42	24	50	8
	7-12	47	86	46	95	56	16
	13+	29	28	47	45	54	13
Repair	0-6	14	50	16	25	25	8
	7-12	28	89	27	74	33	15
	13+	34	32	33	51	33	6
Assemble	0-6	56	52	42	24	38	8
	7-12	42	85	43	94	56	16
	13+	30	27	48	45	54	13
Obtain serviceable replacement	0-6	20	49	20	25	25	8
	7-12	48	88	30	74	53	15
	13+	42	33	35	51	17	6
Adjust	0-6	40	52	22	23	63	8
	7-12	54	86	37	95	41	17
	13+	48	27	48	44	46	13
Remove	0-6	62	50	68	25	70	10
	7-12	91	91	77	75	93	14
	13+	60	33	77	52	83	6
Install	0-6	83	53	71	24	63	6
	7-12	87	87	73	93	88	17
	13+	74	27	66	44	100	13
39. ENGINE COWLING							
Disassemble	0-6	23	48	20	25	11	9
	7-12	33	86	29	75	36	14
	13+	42	33	45	51	17	6
Repair	0-6	15	52	14	21	38	8
	7-12	17	83	27	93	0	16
	13+	26	27	28	43	15	13
Assemble	0-6	25	48	20	25	11	9
	7-12	41	88	32	74	50	14
	13+	48	33	47	51	17	6
Obtain serviceable replacement	0-6	15	52	19	21	38	8
	7-12	27	84	25	92	24	17
	13+	44	27	34	44	38	13
Remove	0-6	83	48	68	23	80	10
	7-12	93	91	85	75	100	14
	13+	88	33	84	51	100	6
Install	0-6	91	54	65	23	100	8
	7-12	89	87	76	93	82	17
	13+	78	27	62	45	92	13

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20 Reporting	Percent Performing or Assisting	Number of 67N20 Reporting	Percent Performing or Assisting	Number of 67N20 Reporting
40. WORK PLATFORM							
Repair	0-6	6	50	4	25	0	6
	7-12	7	88	9	75	6	16
	13+	9	32	14	51	0	6
Obtain serviceable replacement	0-6	6	53	0	23	0	8
	7-12	1	85	7	97	12	17
	13+	7	28	7	45	8	13
Remove	0-6	14	50	4	25	11	9
	7-12	26	88	12	75	38	16
	13+	15	33	12	51	33	6
Install	0-6	11	54	4	25	0	8
	7-12	4	85	7	95	18	17
	13+	19	27	7	44	23	13
41. ENGINE TAIL PIPE FAIRING							
Repair	0-6	6	45	4	25	0	10
	7-12	9	88	7	75	29	16
	13+	13	33	14	50	0	6
Obtain serviceable replacement	0-6	10	52	9	22	13	8
	7-12	10	89	14	96	12	17
	13+	25	28	16	45	15	13
Remove	0-6	57	51	40	25	40	10
	7-12	57	89	55	76	69	16
	13+	56	32	63	52	67	6
Install	0-6	35	54	38	24	63	8
	7-12	53	88	55	96	29	17
	13+	56	27	50	44	54	13
42. TAIL ROTOR DRIVE SHAFT							
Repair	0-6	6	50	20	25	11	9
	7-12	19	89	16	76	27	15
	13+	27	33	29	51	0	6
Obtain serviceable replacement	0-6	17	54	8	24	38	8
	7-12	18	88	18	95	25	16
	13+	25	28	20	43	46	13
Remove	0-6	36	50	29	25	40	10
	7-12	59	90	36	76	60	16
	13+	47	32	54	52	50	6
Install	0-6	30	54	21	24	38	8
	7-12	38	85	25	95	53	17
	13+	44	27	54	44	69	13
43. TAIL BOOM							
Repair	0-6	12	49	16	25	0	9
	7-12	20	67	13	75	29	14
	13+	27	33	17	52	17	6
Obtain serviceable replacement	0-6	15	52	13	24	38	8
	7-12	30	89	20	94	44	16
	13+	31	26	27	44	62	13
Remove	0-6	12	50	24	25	56	9
	7-12	76	90	46	76	100	16
	13+	38	33	35	52	83	6
Install	0-6	40	53	38	24	63	8
	7-12	71	89	46	95	81	16
	13+	46	26	35	43	92	13

(continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
44. SYNCHRONIZED ELEVATOR							
Repair	0-6	18	43	16	25	20	10
	7-12	25	89	32	74	27	15
	13+	33	33	31	51	17	6
Adjust	0-6	42	53	42	24	75	8
	7-12	65	88	48	96	71	17
	13+	63	27	45	44	69	13
		A B	A B	A B	A B	A B	A B
*Rig to cyclic controls	0-6	37 44	52 48	33 24	24 25	38 40	8 10
	7-12	55 63	87 91	40 57	95 76	71 69	17 16
	13+	59 70	27 33	51 62	45 52	62 50	13 6
Obtain serviceable replacement	0-6	32	53	33	24	25	8
	7-12	55	87	38	94	35	17
	13+	48	27	42	45	62	13
Remove	0-6	45	51	36	25	50	10
	7-12	86	91	72	76	88	16
	13+	62	33	56	52	67	6
Install	0-6	51	53	42	24	38	8
	7-12	73	89	54	96	59	17
	13+	62	26	56	43	85	13
45. VERTICAL FIN FAIRING							
Repair	0-6	8	50	25	25	0	10
	7-12	10	90	12	73	0	15
	13+	16	32	10	52	0	6
Obtain serviceable replacement	0-6	4	52	17	24	25	8
	7-12	13	89	9	97	12	17
	13+	21	29	13	45	15	13
Remove	0-6	14	50	12	25	20	10
	7-12	30	90	28	75	20	15
	13+	24	33	27	52	33	6
Install	0-6	22	54	17	24	25	8
	7-12	23	88	15	96	18	17
	13+	21	26	20	44	58	13
46. TAIL SKID							
Obtain serviceable replacement	0-6	14	50	16	25	20	10
	7-12	31	90	19	75	20	15
	13+	29	31	25	52	0	6
Remove	0-6	30	54	15	24	25	8
	7-12	46	87	27	97	53	17
	13+	30	29	41	44	77	13
Install	0-6	26	51	12	25	20	10
	7-12	47	90	25	76	44	16
	13+	42	33	38	52	33	6
47. GROUND HANDLING WHEELS							
Disassemble	0-6	17	52	0	22	25	8
	7-12	19	88	16	96	13	16
	13+	36	28	18	44	23	13
Repair	0-6	15	48	17	24	10	10
	7-12	31	88	24	75	25	16
	13+	34	32	31	52	17	6
Assemble	0-6	13	52	0	22	25	8
	7-12	21	87	17	96	13	16
	13+	37	27	16	44	23	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
47. GROUND HANDLING WHEELS (Cont.)							
Service	0-6	30	47	21	24	30	10
	7-12	40	89	33	75	44	16
	13+	46	32	38	52	50	6
Obtain serviceable replacement	0-6	12	52	5	22	25	8
	7-12	14	86	13	94	13	16
	13+	30	27	12	43	15	13
Remove	0-6	67	48	36	25	30	10
	7-12	60	90	51	76	63	16
	13+	81	32	52	52	40	5
Install	0-6	75	53	46	24	75	8
	7-12	68	84	58	96	47	17
	13+	58	26	60	43	77	13
48. GROUND HANDLING WHEEL ACTUATOR ASSEMBLY							
Disassemble	0-6	8	50	8	25	0	10
	7-12	11	90	8	76	0	16
	13+	13	32	12	52	0	6
Repair	0-6	13	54	4	24	13	8
	7-12	5	86	7	97	0	17
	13+	10	29	7	45	8	13
Assemble	0-6	8	50	8	25	0	10
	7-12	13	90	8	76	0	16
	13+	16	32	12	52	0	6
Adjust	0-6	11	54	0	24	13	8
	7-12	6	85	5	96	0	17
	13+	14	28	9	44	8	13
Service	0-6	14	51	12	25	0	10
	7-12	21	90	17	76	19	16
	13+	21	33	15	52	33	6
Obtain serviceable replacement	0-6	6	54	0	24	0	8
	7-12	2	85	4	96	6	17
	13+	11	28	5	44	8	13
Troubleshoot	0-6	10	51	4	25	0	10
	7-12	15	89	13	76	13	16
	13+	25	32	10	52	0	6
Remove	0-6	15	54	0	24	25	8
	7-12	12	87	8	96	12	17
	13+	14	27	9	44	15	13
Install	0-6	12	51	8	25	0	10
	7-12	18	90	13	76	19	16
	13+	28	32	13	52	17	6
49. TOW RINGS							
Remove	0-6	15	53	4	24	13	8
	7-12	18	88	11	97	24	17
	13+	31	29	22	45	23	13
Install	0-6	18	50	12	25	30	10
	7-12	37	89	21	76	25	16
	13+	42	33	27	52	33	6
50. LANDING GEAR SKID TUBE ASSEMBLY							
Repair	0-6	21	52	21	24	13	8
	7-12	27	89	26	96	12	17
	13+	52	27	16	45	23	13

(Continued)

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
50. LANDING GEAR SKID TUBE ASSEMBLY (Cont.)							
Remove	0-6	51	51	24	25	30	10
	7-12	80	92	57	76	81	16
	13+	82	33	56	52	67	6
Install	0-6	52	54	42	24	75	8
	7-12	75	88	53	95	65	17
	13+	85	27	43	44	83	12
51. LANDING GEAR CROSS TUBE							
Inspect for deflection	0-6	34	50	40	25	30	10
	7-12	53	92	57	75	50	16
	13+	73	33	62	52	67	6
Obtain serviceable replacement	0-6	21	53	25	24	25	8
	7-12	42	89	27	97	31	16
	13+	46	28	27	45	33	12
Remove	0-6	33	48	12	25	20	10
	7-12	71	92	47	76	63	16
	13+	81	32	59	51	67	6
Install	0-6	37	54	29	24	50	8
	7-12	68	88	42	95	71	17
	13+	67	27	30	44	83	12
52. CROSS TUBE RETENTION CAP							
Obtain serviceable replacement	0-6	28	50	0	25	30	10
	7-12	53	90	34	76	31	16
	13+	50	32	35	5.	17	6
Remove	0-6	28	54	17	24	43	7
	7-12	35	89	35	98	47	17
	13+	45	29	36	44	54	13
Install	0-6	34	50	4	25	30	10
	7-12	59	92	41	74	69	16
	13+	61	33	52	52	50	6
53. ICE DETECTOR ASSEMBLE							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	5	88	5	96	6	17
	13+	3	29	7	45	15	13
Troubleshoot	0-6	2	51	0	25	0	10
	7-12	4	85	11	75	0	16
	13+	19	32	22	50	0	6
Remove	0-6	4	54	4	24	0	8
	7-12	5	86	8	97	6	17
	13+	11	28	16	44	31	13
Install	0-6	2	51	0	25	0	10
	7-12	6	90	7	75	0	16
	13+	13	32	10	50	17	6
54. ANTI-ICING INTERPRETER							
Obtain serviceable replacement	0-6	4	54	0	24	0	8
	7-12	2	88	4	98	0	17
	13+	3	29	4	43	8	13
Troubleshoot	0-6	0	50	0	25	0	10
	7-12	2	90	5	76	0	16
	13+	6	33	10	52	17	6

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
54. ANTI-ICING INTERPRETER (Cont.)							
Remove	0-6	6	54	0	24	13	8
	7-12	5	86	4	98	0	17
	13+	7	28	7	44	15	13
		A B	A B	A B	A B	A B	A B
*Install	0-6	4 0	54 50	0 0	24 25	13 0	8 10
	7-12	3 2	86 90	3 4	98 76	0 0	17 16
	13+	7 6	28 33	7 8	44 52	15 17	13 6
55. INDUCTION SYSTEM AIR FILTER							
Obtain serviceable replacement	0-6	30	50	35	23	38	8
	7-12	29	85	48	96	13	16
	13+	46	28	55	43	46	13
		A B	A B	A B	A B	A B	A B
*Remove	0-6	55 54	53 50	58 64	24 25	50 40	8 10
	7-12	65 66	85 90	72 77	94 75	41 88	17 16
	13+	52 58	27 33	77 80	44 51	77 80	13 6
Install	0-6	57	53	58	24	38	8
	7-12	65	86	72	94	41	17
	13+	52	27	77	44	77	13
56. ENGINE INDUCTION BABBLE							
Repair	0-6	8	48	4	24	0	9
	7-12	15	89	15	75	6	16
	13+	18	33	17	52	0	6
		A B	A B	A B	A B	A B	A B
*Obtain serviceable replacement	0-6	14 15	51 48	17 0	24 24	13 22	8 9
	7-12	14 27	87 89	16 24	98 75	24 25	17 16
	13+	38 18	29 33	25 23	44 52	23 0	13 6
Remove	0-6	43	49	24	25	33	9
	7-12	47	91	43	76	31	16
	13+	48	33	48	52	33	6
Install	0-6	37	51	29	24	38	8
	7-12	31	85	31	96	47	17
	13+	54	28	48	42	46	13
57. ENGINE INTAKE SCREEN							
Repair	0-6	13	48	26	23	10	10
	7-12	25	87	16	74	20	15
	13+	33	33	31	51	17	6
Obtain serviceable replacement	0-6	36	50	[illegible]	23	25	8
	7-12	46	84	[illegible]	94	35	17
	13+	35	26	45	44	46	13
Remove	0-6	88	49	68	25	60	10
	7-12	85	91	91	76	100	15
	13+	85	33	86	51	100	6
Install	0-6	78	54	67	24	88	8
	7-12	86	87	73	96	82	17
	13+	69	29	76	46	92	13
58. ENGINE INTAKE BELLMOUTH							
Repair	0-6	8	51	0	25	0	10
	7-12	8	89	4	75	0	16
	13+	15	33	12	52	0	5
Obtain serviceable replacement	0-6	6	54	8	24	14	7
	7-12	6	86	6	96	18	17
	13+	7	28	4	45	23	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing or Assisting	Organizational Personnel: Shop Mechanics: Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
58. ENGINE INTAKE BELLMOUTH (Cont.)							
Remove	0-6	14	51	4	25	20	10
	7-12	17	88	9	75	19	16
	13+	27	33	15	52	0	5
Install	0-6	15	54	8	24	43	7
	7-12	10	87	5	96	35	17
	13+	19	26	9	44	23	13
59. ANTI-ICING AIR VALVE							
Obtain serviceable replacement	0-6	4	51	0	25	0	10
	7-12	2	88	7	76	6	16
	13+	6	33	8	52	0	6
Troubleshoot	0-6	4	54	13	24	0	8
	7-12	3	87	7	97	6	17
	13+	7	29	4	45	8	13
Remove	0-6	4	51	0	25	0	10
	7-12	1	88	7	76	6	16
	13+	12	33	8	52	17	6
Install	0-6	4	54	8	24	0	8
	7-12	5	86	6	98	6	17
	13+	7	27	5	44	8	13
60. VARIABLE INLET GUIDE VANE ACTUATOR (L-13 only)							
Obtain serviceable replacement	0-6	6	50	0	25	0	10
	7-12	1	88	3	76	0	16
	13+	9	33	2	51	0	6
Troubleshoot	0-6	2	54	9	22	0	8
	7-12	3	88	6	95	6	17
	13+	7	28	0	44	8	13
Remove	0-6	6	50	0	25	0	10
	7-12	3	88	3	76	0	16
	13+	15	33	2	51	0	6
Install	0-6	2	54	9	22	0	8
	7-12	6	87	4	96	12	17
	13+	12	26	0	43	8	13
61. VARIABLE INLET GUIDE VANE LINKAGE (L-13 only)							
Disassemble	0-6	2	49	0	25	0	10
	7-12	3	88	3	76	0	16
	13+	6	33	2	51	0	6
Repair	0-6	2	54	9	22	0	8
	7-12	5	88	3	97	6	17
	13+	4	28	0	44	8	13
Assemble	0-6	2	49	0	25	0	10
	7-12	4	87	3	76	0	16
	13+	9	33	2	51	0	6
Adjust	0-6	2	54	9	22	0	8
	7-12	6	87	3	96	12	17
	13+	8	26	2	43	8	13
Obtain serviceable replacement	0-6	4	49	0	25	0	10
	7-12	6	88	3	76	0	16
	13+	12	33	2	51	0	6
Troubleshoot	0-6	2	54	9	22	0	8
	7-12	3	87	4	96	6	17
	13+	8	26	0	43	8	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing or Assisting	Organizational Personnel: Shop Mechanics: Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
61. VARIABLE INLET GUIDE VANE LINKAGE (L-13 only) (Cont.)							
Remove	0-6	4	49	0	25	0	10
	7-12	7	89	3	76	0	16
	13+	15	33	2	51	0	6
Install	0-6	2	54	10	21	0	8
	7-12	5	87	5	96	12	17
	13+	8	26	0	45	8	13
62. ENGINE TORQUE METER BOOST PUMP							
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	10	89	5	76	0	16
	13+	15	33	6	52	17	6
Troubleshoot	0-6	9	54	17	24	13	8
	7-12	5	87	8	97	6	17
	13+	11	27	4	45	8	13
Remove	0-6	6	50	4	25	0	10
	7-12	15	89	5	76	13	16
	13+	21	33	17	52	33	6
Install	0-6	9	54	17	24	0	8
	7-12	9	87	5	98	4	16
	13+	8	26	7	41	8	13
63. ENGINE MOUNT							
Obtain serviceable replacement	0-6	22	50	12	25	30	10
	7-12	35	91	29	75	13	16
	13+	21	33	27	52	17	6
Remove	0-6	21	53	25	24	38	8
	7-12	38	87	30	98	41	17
	13+	41	29	29	45	42	12
Install	0-6	30	50	16	25	50	10
	7-12	43	91	36	75	38	16
	13+	38	32	33	52	33	6
64. N_1 POWER LEVER CONTROL TUBES							
		A B	A B	A B	A B	A B	A B
*Rig to throttle (twist grip)	0-6	20 12	54 50	21 0	24 25	25 0	8 10
	7-12	15 19	88 90	15 12	97 75	29 19	17 16
	13+	17 24	29 33	13 10	45 52	23 50	13 6
Obtain serviceable replacement	0-6	4	50	4	25	10	10
	7-12	18	90	11	75	6	16
	13+	15	32	12	52	17	6
Troubleshoot	0-6	7	54	21	24	0	8
	7-12	17	87	17	98	12	17
	13+	11	27	14	44	15	13
Remove	0-6	8	50	4	25	20	10
	7-12	27	90	13	75	31	16
	13+	21	33	15	52	33	6
Install	0-6	17	54	17	24	25	8
	7-12	17	87	14	97	24	17
	13+	10	27	14	43	23	13
65. FUEL CONTROL UNIT							
Clean fuel strainers	0-6	44	48	44	25	10	10
	7-12	44	91	45	76	25	16
	13+	67	33	61	51	50	6

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N29s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
65. FUEL CONTROL UNIT (Cont.)							
		A B	A B	A B	A B	A B	A B
*Adjust	0-6	9 10	54 49	8 8	24 25	13 20	8 10
	7-12	13 11	88 90	9 11	97 75	12 0	17 16
	13+	24 24	29 33	9 25	45 51	15 17	13 6
Repair by replacing filter & O-rings	0-6	43	49	40	25	10	10
	7-12	45	91	42	76	25	16
	13+	63	32	55	51	50	6
Rig to throttle (twist grip)	0-6	9	54	13	24	25	8
	7-12	9	87	8	96	18	17
	13+	22	27	11	44	15	13
Obtain serviceable replacement	0-6	24	49	16	25	10	10
	7-12	27	90	15	76	0	16
	13+	48	33	29	51	0	6
Purge	0-6	7	54	8	24	0	8
	7-12	7	86	6	97	6	17
	13+	11	27	5	44	15	13
Troubleshoot	0-6	14	49	8	25	0	10
	7-12	16	89	13	75	0	16
	13+	36	33	24	51	17	6
Preserve	0-6	4	54	8	24	13	8
	7-12	7	86	2	96	12	17
	13+	11	27	2	44	23	13
Remove	0-6	33	48	16	25	30	10
	7-12	29	91	24	76	19	16
	13+	45	33	31	51	50	6
Install	0-6	6	54	13	24	25	8
	7-12	13	87	8	96	6	17
	13+	15	27	11	4	23	13
66. N_2 POWER LEVER CONTROL TUBES							
Rig to collective pitch lever	0-6	12	49	4	24	0	10
	7-12	7	90	9	76	6	16
	13+	18	33	15	52	33	6
Obtain serviceable replacement	0-6	4	53	4	24	0	8
	7-12	8	87	3	98	12	17
	13+	10	29	2	44	15	13
Troubleshoot system	0-6	6	49	4	24	0	10
	7-12	18	90	9	76	0	16
	13+	6	33	13	52	0	6
Remove	0-6	7	54	4	24	38	8
	7-12	10	87	4	97	24	17
	13+	15	27	3	43	13	13
Install	0-6	10	50	4	24	0	10
	7-12	21	90	7	76	6	16
	13+	15	33	13	52	33	6
67. POWER TURBINE GOVERNOR CAMBOX							
		A B	A B	A B	A B	A B	A B
*Disassemble	0-6	2 2	54 50	0 0	24 25	0 0	8 10
	[illegible]2	7 6	88 90	5 5	97 76	6 0	17 16
	13+	7 3	29 33	5 12	44 52	23 0	13 6
Repair	0-6	2	50	0	25	0	10
	7-12	7	90	5	76	0	16
	13+	3	33	6	52	0	6

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing or Assisting	Organizational Personnel: Shop Mechanics: Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
67. POWER TURBINE GOVERNOR CAMBOX (Cont.)							
Assemble	0-6	2	54	0	24	0	8
	7-12	8	87	5	96	6	17
	13+	7	27	5	43	23	13
Rig to N_2 system	0-6	2	50	0	25	0	10
	7-12	8	90	13	76	19	16
	13+	15	33	15	52	33	6
Service	0-6	7	54	17	24	0	8
	7-12	14	87	26	97	0	17
	13+	22	27	14	43	23	13
Obtain serviceable replacement	0-6	2	50	0	25	10	10
	7-12	9	90	9	76	6	16
	13+	15	33	10	52	0	6
*Troubleshoot		A B	A B	A B	A B	A B	A B
	0-6	2 4	54 50	4 0	24 25	0 0	8 10
	7-12	10 10	87 90	13 8	96 76	12 0	17 16
	13+	11 15	27 33	12 13	43 52	23 17	13 6
Remove	0-6	4	50	0	25	10	10
	7-12	11	90	9	75	13	16
	13+	12	33	15	52	17	6
Install	0-6	6	54	0	24	25	8
	7-12	14	86	11	96	12	17
	13+	7	27	14	43	38	13
68. N_2 POWER TURBINE GOVERNOR LINEAR ACTUATOR							
Rig to N_2 system	0-6	8	50	4	25	0	10
	7-12	12	89	22	76	19	16
	13+	15	33	17	52	33	6
Service	0-6	13	54	17	24	0	8
	7-12	18	88	30	96	6	17
	13+	21	29	27	45	8	13
Obtain serviceable replacement	0-6	8	50	4	25	0	10
	7-12	10	80	18	76	13	16
	13+	21	33	19	52	17	6
Troubleshoot	0-6	8	53	21	24	13	8
	7-12	13	87	21	96	6	17
	13+	15	27	18	44	8	13
Remove	0-6	10	50	4	25	0	10
	7-12	20	90	26	76	19	16
	13+	21	33	23	52	33	6
Install	0-6	13	53	13	24	38	8
	7-12	14	87	24	96	24	17
	13+	22	27	23	44	23	13
69. POWER TURBINE SPEED GOVERNOR (N_2 Governor)							
Rig to N_2 system	0-6	8	50	4	25	0	10
	7-12	11	90	5	76	13	16
	13+	12	33	12	52	17	6
Obtain serviceable replacement	0-6	4	54	13	24	0	8
	7-12	6	88	7	98	6	17
	13+	2	29	9	45	8	13

(continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
69. POWER TURBINE SPEED GOVERNOR (N_2 Governor)							
Troubleshoot	0-6	4	50	4	25	0	10
	7-12	10	90	4	76	6	16
	13+	15	33	15	52	0	6
Remove	0-6	6	54	13	24	0	8
	7-12	9	87	7	97	12	17
	13+	4	27	8	44	15	13
Install	0-6	6	50	4	25	0	10
	7-12	11	90	7	76	6	16
	13+	15	33	17	52	17	6
70. N_1 TACHOMETER GENERATOR							
Obtain serviceable replacement	0-6	15	54	17	24	25	8
	7-12	28	87	32	97	0	16
	13+	41	29	44	45	23	13
Troubleshoot	0-6	12	49	16	25	0	10
	7-12	18	89	35	75	6	16
	13+	42	31	35	52	0	6
Remove	0-6	22	54	25	24	38	8
	7-12	44	86	38	97	25	16
	13+	54	26	50	44	31	13
Install	0-6	24	49	16	25	20	10
	7-12	42	90	45	76	38	16
	13+	75	32	40	51	50	6
71. N_2 TACHOMETER GENERATOR							
Obtain serviceable replacement	0-6	11	54	17	24	25	8
	7-12	25	88	26	97	6	17
	13+	38	29	44	43	15	13
		A B	A B	A B	A B	A B	A B
*Troubleshoot	0-6	9 8	54 50	15 20	23 25	13 0	8 10
	7-12	24 21	87 87	23 31	98 75	0 6	17 16
	13+	26 36	27 33	23 37	43 52	8 0	13 6
Remove	0-6	20	54	21	24	38	8
	7-12	44	87	33	97	24	17
	13+	50	26	48	44	31	13
Install	0-6	16	49	16	25	20	10
	7-12	37	89	37	76	25	16
	13+	70	33	54	52	52	6
72. FUEL CONTROL DRIVE PAD SEAL							
Obtain serviceable replacement	0-6	4	54	0	24	0	8
	7-12	6	88	3	97	0	17
	13+	6	29	4	45	8	13
Remove	0-6	4	50	0	25	10	10
	7-12	11	90	1	76	0	16
	13+	9	33	6	52	3	6
Install	0-6	4	54	0	24	0	8
	7-12	8	87	4	98	0	17
	13+	0	27	3	44	8	13
73. STARTER DRIVE PAD SEAL							
Obtain serviceable replacement	0-6	4	50	0	25	10	10
	7-12	6	90	3	76	0	16
	13+	15	33	6	52	0	6

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
73. STARTER DRIVE PAD SEAL (Cont.)							
Remove	0-6	6	54	0	24	0	8
	7-12	6	88	2	98	0	17
	13+	0	29	2	44	8	13
Install	0-6	4	49	0	24	10	10
	7-12	8	89	3	76	0	16
	13+	12	33	4	52	0	6
74. ACCESSORY DRIVE GEAR BOX (N_2)							
Repair	0-6	2	54	0	24	13	8
	7-12	6	88	3	98	0	17
	13+	7	29	4	45	8	13
Obtain serviceable replacement	0-6	4	49	4	25	0	10
	7-12	7	89	3	76	0	16
	13+	9	33	6	52	0	6
Remove	0-6	2	54	0	24	13	8
	7-12	8	87	4	97	12	17
	13+	7	27	11	44	15	13
Install	0-6	4	49	4	25	0	10
	7-12	10	90	3	76	6	16
	13+	21	33	12	52	17	6
75. N_2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY							
Repair	0-6	2	54	4	24	0	8
	7-12	3	88	4	97	0	17
	13+	0	29	3	45	8	13
Obtain serviceable replacement	0-6	4	50	4	25	0	10
	7-12	10	90	5	76	0	16
	13+	12	33	10	52	0	6
Remove	0-6	2	54	4	24	13	8
	7-12	8	87	5	98	6	17
	13+	0	27	7	44	8	13
Install	0-6	4	50	4	25	0	10
	7-12	14	90	4	76	6	16
	13+	18	33	13	52	33	6
76. ENGINE ELECTRICAL HARNESS							
Obtain serviceable replacement	0-6	4	54	0	24	13	8
	7-12	9	87	3	97	0	17
	13+	14	29	3	45	8	12
Troubleshoot	0-6	8	50	4	25	0	10
	7-12	9	90	8	75	0	16
	13+	23	33	15	52	17	6
Test	0-6	4	53	4	24	13	8
	7-12	8	87	7	97	0	17
	13+	11	27	5	44	15	13
Remove	0-6	10	49	8	25	10	10
	7-12	15	89	13	75	31	16
	13+	18	53	17	52	33	6
Install	0-6	13	54	0	24	25	8
	7-12	16	87	7	95	18	17
	13+	26	27	9	44	23	13

(continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing or Assisting	Organizational Personnel: Shop Mechanics: Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
77. IGNITION UNIT							
Obtain serviceable replacement	0-6	6	50	4	25	10	10
	7-12	11	89	13	76	0	16
	13+	15	33	25	52	0	6
Remove	0-6	11	54	4	24	0	8
	7-12	13	88	17	98	18	17
	13+	21	29	11	45	23	13
Install	0-6	6	50	8	25	10	10
	7-12	13	88	14	76	13	16
	13+	18	33	25	52	17	6
78. IGNITION LEAD & COIL ASSEMBLY							
Obtain serviceable replacement	0-6	2	53	4	24	0	8
	7-12	8	88	4	98	0	17
	13+	14	29	2	45	8	12
Troubleshoot	0-6	6	50	4	25	0	10
	7-12	9	88	9	76	0	16
	13+	6	33	13	52	17	6
Remove	0-6	4	53	4	24	13	8
	7-12	11	87	6	97	12	17
	13+	12	26	7	44	25	13
Install	0-6	6	50	8	25	10	10
	7-12	10	88	13	76	0	16
	13+	15	33	12	52	17	6
79. IGNITER PLUGS							
Obtain serviceable replacement	0-6	4	54	4	24	13	8
	7-12	15	88	14	98	0	17
	13+	17	29	28	45	38	13
Troubleshoot	0-6	12	49	8	25	0	10
	7-12	17	88	14	76	0	15
	13+	22	32	28	50	0	6
Remove	0-6	9	54	8	24	13	8
	7-12	23	86	21	96	12	17
	13+	26	27	34	44	38	13
Install	0-6	14	49	16	25	20	10
	7-12	23	88	23	72	19	16
	13+	27	33	33	52	17	6
80. FUEL BOOST PUMPS							
Obtain serviceable replacement	0-6	26	55	38	24	25	8
	7-12	34	85	26	87	19	17
	13+	38	29	39	44	46	13
Troubleshoot	0-6	20	49	13	24	0	10
	7-12	36	85	26	76	31	16
	13+	50	32	29	51	33	6
Remove	0-6	41	54	46	24	50	8
	7-12	56	86	29	96	29	17
	13+	52	27	62	44	54	13
Install	0-6	33	51	40	25	20	10
	7-12	65	90	30	76	36	16
	13+	64	33	38	52	33	6

(Continued)

Task	Months of Unit Maintenance Experience	Organizational Personnel: Crew Mechanics: Percent Performing or Assisting	Organizational Personnel: Crew Mechanics: Number of 67N?s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
81. FUEL QUANTITY TANK UNIT							
Obtain serviceable replacement	0-6	13	54	8	24	38	8
	7-12	25	86	21	98	29	17
	13+	21	29	13	45	46	13
		A B	A B	A B	A B	A B	A B
*Troubleshoot	0-6	13 8	53 29	15 4	24 25	38 0	8 10
	7-12	19 29	85 88	13 12	96 75	18 13	17 16
	13+	26 21	27 33	14 18	44 51	15 17	13 6
Remove	0-6	11	54	17	24	30	8
	7-12	30	86	15	96	47	17
	13+	30	27	27	44	62	13
Install	0-6	28	50	4	25	30	10
	7-12	65	88	27	73	30	16
	13+	42	55	29	52	50	6
82. MAIN FUEL STRAINER							
Disassemble	0-6	37	54	58	24	0	8
	7-12	41	87	47	93	29	17
	13+	64	28	49	45	77	13
Repair	0-6	13	46	12	25	0	10
	7-12	18	89	18	75	[illegible]	14
	13+	23	31	33	48	0	6
Assemble	0-6	37	54	37	25	0	8
	7-12	41	86	28	94	29	17
	13+	73	28	51	44	69	13
Obtain serviceable replacement	0-6	47	48	8	24	20	10
	7-12	30	80	42	76	27	15
	13+	38	32	33	51	17	6
Troubleshoot	0-6	41	52	50	23	0	8
	7-12	22	85	29	92	0	17
	13+	50	28	33	45	36	13
Remove	0-6	32	50	13	24	30	10
	7-12	28	88	47	76	43	16
	13+	50	32	70	51	30	6
Install	0-6	40	53	24	24	13	8
	7-12	[illegible]	86	57	96	32	17
	13+	42	29	32	41	65	13
83. MAIN FUEL FILTER ASSEMBLY							
Disassemble	0-6	[illegible]	46	[illegible]	25	20	10
	7-12	26	48	[illegible]	73	29	16
	13+	27	51	40	50	17	6
Repair	0-6	[illegible]	[illegible]	13	25	13	8
	7-12	[illegible]	[illegible]	23	96	0	17
	13+	[illegible]	[illegible]	18	45	25	13
Assemble	0-6	24	48	20	25	20	10
	7-12	30	48	27	73	29	16
	13+	[illegible]	51	40	50	17	6
Obtain serviceable replacement	0-6	11	53	22	23	38	8
	7-12	34	85	32	98	12	17
	13+	42	29	50	44	46	13
Troubleshoot	0-6	42	51	8	25	20	10
	7-12	22	85	29	73	7	15
	13+	50	32	40	50	0	6

(Continued)

Task	Months of MOS Maintenance Experience	Organizational Personnel: Shop Mechanics, Percent Performing or Assisting	Organizational Personnel: Shop Mechanics, Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs, Percent Performing or Assisting	Organizational Personnel: Crew Chiefs, Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics, Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics, Number of 67N20s Reporting
83. MAIN FUEL FILTER ASSEMBLY (Cont.)							
Remove	0-6	39	54	35	25	38	8
	7-12	47	90	43	96	47	17
	13+	54	26	36	43	54	13
Install	0-6	33	51	16	25	22	8
	7-12	44	85	40	75	19	16
	13+	42	33	54	50	50	6
84. FUEL DIFFERENTIAL PRESSURE SWITCH							
Test	0-6	6	54	4	25	13	8
	7-12	3	88	6	97	0	17
	13+	10	29	13	45	8	13
Obtain serviceable replacement	0-6	10	50	8	25	10	10
	7-12	10	88	5	76	6	16
	13+	12	33	21	52	17	6
Troubleshoot	0-6	4	54	9	23	0	8
	7-12	6	87	8	98	0	17
	13+	15	27	11	44	8	13
Remove	0-6	8	50	4	25	0	10
	7-12	18	88	7	76	43	16
	13+	15	33	23	52	17	6
Install	0-6	9	54	17	24	0	8
	7-12	7	87	3	96	12	17
	13+	19	27	24	44	15	13
85. FUEL PRESSURE TRANSMITTER							
Obtain serviceable replacement	0-6	10	50	8	25	10	10
	7-12	16	88	5	76	13	16
	13+	12	33	19	52	33	6
Troubleshoot	0-6	9	54	8	24	0	8
	7-12	8	88	8	98	0	17
	13+	21	26	19	43	8	13
Remove	0-6	20	49	12	25	10	10
	7-12	22	88	12	76	20	16
	13+	12	33	21	52	33	6
Install	0-6	9	54	8	24	0	8
	7-12	13	88	12	97	24	17
	13+	39	26	23	44	38	13
86. FUEL SHUT-OFF VALVE							
Obtain serviceable replacement	0-6	4	50	4	25	0	10
	7-12	6	88	1	76	0	16
	13+	6	33	15	52	0	6
Troubleshoot	0-6	2	54	8	24	0	8
	7-12	4	88	5	97	0	17
	13+	11	26	11	43	8	13
Remove	0-6	6	50	4	25	10	10
	7-12	15	88	7	76	6	16
	13+	15	33	27	52	0	6
Install	0-6	9	54	4	24	0	8
	7-12	15	87	5	96	6	17
	13+	15	27	7	44	15	13

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Task	Months of 67N20 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
87. FUEL THERMAL RELIEF VALVE							
Obtain serviceable replacement	0-6	0	50	2	25	0	10
	7-12	7	85	5	73	0	16
	13+	0	33	6	32	0	6
Troubleshoot	0-6	4	54	4	24	0	8
	7-12	2	88	2	99	6	17
	13+	17	29	2	45	8	13
Remove	0-6	6	50	4	23	0	10
	7-12	8	88	5	75	0	16
	13+	6	33	10	32	17	6
Install	0-6	6	58	4	24	0	8
	7-12	3	87	5	97	6	17
	13+	22	27	5	44	15	13
88. MAIN FUEL LINE CHECK VALVES							
Obtain serviceable replacement	0-6	2	50	2	25	0	10
	7-12	11	90	8	76	0	16
	13+	12	33	13	32	0	6
Troubleshoot	0-6	2	54	16	24	25	8
	7-12	10	87	21	99	6	17
	13+	11	29	22	45	8	13
Remove	0-6	8	50	6	23	0	10
	7-12	13	87	4	75	0	16
	13+	15	33	15	32	0	6
Install	0-6	6	54	0	23	15	8
	7-12	12	90	8	87	12	17
	13+	23	29	14	44	23	13
89. MAIN FUEL LINE STRAINER							
Obtain serviceable replacement	0-6	13	49	28	25	20	10
	7-12	24	88	27	73	20	15
	13+	33	33	50	30	0	6
Troubleshoot	0-6	18	54	22	25	13	8
	7-12	22	90	26	96	12	17
	13+	21	29	29	42	23	13
Remove	0-6	35	51	53	24	20	10
	7-12	40	88	52	74	38	16
	13+	24	33	67	52	33	6
Install	0-6	33	50	40	23	25	8
	7-12	41	87	40	98	24	17
	13+	59	27	55	45	46	13
90. STARTING FUEL SOLENOID VALVE FILTER							
Obtain serviceable replacement	0-6	22	50	8	24	0	10
	7-12	18	88	11	74	0	16
	13+	42	33	17	32	0	6
Troubleshoot	0-6	7	54	20	24	0	8
	7-12	9	90	11	99	6	17
	13+	17	29	13	45	8	13
Remove	0-6	14	50	8	24	0	10
	7-12	24	88	19	74	6	16
	13+	21	33	20	32	17	6
		a b	a b	a b	a b	a b	a b
*Install	0-6	0 14	54 50	58 8	24 24	13 6	8 10
	7-12	33 23	87 88	22 20	96 74	12 6	17 16
	13+	25 13	27 32	35 29	44 32	15 17	13 6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing or Assisting	Organizational Personnel: Shop Mechanics: Number of 67N20 Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20 Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20 Reporting
91. STARTING FUEL SOLENOID VALVE Obtain serviceable replacement	0-6	8	50	8	25	0	10
	7-12	11	89	5	74	0	16
	13+	6	33	15	52	0	6
Troubleshoot	0-6	4	54	13	24	0	8
	7-12	8	88	11	98	6	17
	13+	14	29	13	45	8	13
Remove	0-6	8	50	4	24	0	10
	7-12	11	89	8	74	0	16
	13+	9	33	19	52	17	6
Install	0-6	4	54	8	24	13	8
	7-12	13	87	14	96	6	17
	13+	26	27	9	44	23	13
92. FUEL AUXILIARY FLOAT SWITCH (C Model Only) Obtain serviceable replacement	0-6	8	50	4	25	[illegible]	10
	7-12	6	88	3	73	0	16
	13+	9	33	10	51	0	6
Troubleshoot	0-6	6	54	9	22	0	8
	7-12	6	88	5	97	0	17
	13+	3	29	4	45	8	13
Remove	0-6	8	50	4	25	0	10
	7-12	9	89	4	75	0	16
	13+	6	33	12	51	0	6
Install	0-6	6	54	5	22	0	8
	7-12	7	87	6	93	6	17
	13+	7	27	7	44	8	13
93. INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L-9, L-9A only) Adjust	0-6	2	50	0	25	0	10
	7-12	2	90	7	75	0	16
	13+	9	33	12	52	17	6
Test	0-6	6	54	4	25	0	8
	7-12	8	88	4	98	0	17
	13+	3	29	9	44	8	13
Obtain serviceable replacement	0-6	2	50	0	25	0	10
	7-12	2	89	5	74	0	16
	13+	9	33	10	52	0	6
Troubleshoot	0-6	4	54	4	23	0	8
	7-12	6	86	3	96	0	17
	13+	4	27	10	42	8	13
Remove	0-6	4	50	0	25	0	10
	7-12	3	89	7	79	13	16
	13+	15	32	10	52	17	6
Install	0-6	6	54	4	23	0	8
	7-12	7	86	4	95	6	17
	13+	7	27	3	43	8	13
94. INTERSTAGE BLEED AIR ACTUATOR (L-11 & L-13 only) Test	0-6	4	50	4	25	10	12
	7-12	9	90	11	75	0	16
	13+	6	33	13	52	0	6
Obtain serviceable replacement	0-6	6	54	4	23	13	8
	7-12	8	87	5	97	6	17
	13+	14	28	2	45	17	12

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
94. INTERSTAGE BLEED AIR ACTUATOR (Cont.)							
Troubleshoot	0-6	2	50	0	25	0	10
	7-12	7	89	11	75	0	16
	13+	15	33	10	52	0	6
Remove	0-6	7	54	13	24	0	8
	7-12	10	87	8	96	12	17
	13+	19	26	5	44	31	13
Install	0-6	4	50	4	25	10	10
	7-12	7	89	5	75	6	16
	13+	12	33	13	52	17	6
95. INTERSTAGE BLEED CONTROL VALVE (L-11 & L-13 only)							
Test	0-6	4	54	13	24	13	8
	7-12	7	88	4	98	6	17
	13+	4	26	4	45	8	13
Obtain serviceable replacement	0-6	0	50	0	25	0	10
	7-12	4	90	4	74	0	16
	13+	9	33	10	52	0	6
Troubleshoot	0-6	7	54	13	24	13	8
	7-12	6	87	3	97	6	17
	13+	4	26	2	44	8	13
Remove	0-6	0	50	0	25	0	10
	7-12	6	89	4	74	0	16
	13+	9	33	12	52	17	6
Install	0-6	7	54	8	24	25	8
	7-12	6	87	5	97	0	17
	13+	0	26	2	44	15	13
96. INTERSTAGE BLEED AIR BAND							
Adjust	0-6	2	50	8	25	0	10
	7-12	6	90	11	75	6	16
	13+	15	33	17	52	17	6
Obtain serviceable replacement	0-6	2	54	13	24	0	8
	7-12	5	88	5	98	0	17
	13+	14	26	2	45	8	13
Remove	0-6	4	50	8	24	10	10
	7-12	8	90	3	75	13	16
	13+	15	33	21	52	17	6
Install	0-6	6	54	8	24	0	8
	7-12	10	87	5	97	6	17
	13+	23	27	7	44	15	13
97. HOT END OF ENGINE							
Disassemble	0-6	4	50	4	25	0	10
	7-12	10	89	6	75	13	16
	13+	12	33	12	52	0	6
Assemble	0-6	6	54	0	24	13	8
	7-12	6	87	7	97	12	17
	13+	20	25	16	45	8	13
Remove	0-6	6	50	4	25	0	10
	7-12	9	88	6	75	19	16
	13+	15	33	12	51	0	6
Install	0-6	6	54	0	24	38	8
	7-12	9	87	9	98	18	17
	13+	7	27	18	44	8	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
98. N_1 TURBINE WHEEL (L-13) Repair	0-6	4	80	4	25	0	10
	7-12	1	90	3	75	0	16
	13+	3	33	4	52	0	6
Obtain serviceable replacement	0-6	4	54	0	23	0	8
	7-12	2	85	2	97	0	17
	13+	0	29	0	45	0	13
Remove	0-6	4	50	4	25	0	10
	7-12	3	89	3	75	0	16
	13+	6	32	4	52	0	6
Install	0-6	4	54	0	23	0	8
	7-12	3	87	4	98	6	17
	13+	4	27	0	44	0	13
99. N_2 TURBINE WHEEL (L-13) Repair	0-6	4	50	4	25	0	10
	7-12	2	90	1	75	6	16
	13+	3	33	4	52	0	6
Obtain serviceable replacement	0-6	4	54	0	23	0	8
	7-12	2	88	1	96	0	17
	13+	0	29	2	45	0	13
Remove	0-6	4	50	4	25	0	10
	7-12	3	89	1	75	6	16
	13+	6	33	4	52	0	6
Install	0-6	4	54	0	23	0	8
	7-12	3	87	3	97	6	17
	13+	4	27	2	44	0	13
100. STARTING FUEL MANIFOLD Purge	0-6	4	50	4	24	0	10
	7-12	7	89	4	75	6	16
	13+	6	33	10	51	0	6
Obtain serviceable replacement	0-6	9	54	4	24	0	8
	7-12	6	88	7	97	6	17
	13+	3	29	4	45	8	13
Troubleshoot	0-6	4	50	8	25	0	10
	7-12	8	90	11	74	0	16
	13+	12	33	10	51	0	6
Remove	0-6	13	54	4	24	0	8
	7-12	10	87	10	98	12	17
	13+	4	27	11	44	8	13
Install	0-6	4	50	12	25	10	10
	7-12	9	89	11	75	6	16
	13+	13	52	13	52	0	6
101. STARTING FUEL NOZZLES Obtain serviceable replacement	0-6	7	54	0	24	0	8
	7-12	7	88	3	96	0	17
	13+	7	29	11	45	0	13
Troubleshoot	0-6	2	49	8	25	0	10
	7-12	11	90	9	75	0	15
	13+	6	35	8	52	0	6
		A B	A B	A B	A B	A B	A B
* Remove	0-6	13 6	54 49	4 8	24 25	0 10	8 10
	7-12	10 11	87 89	8 8	97 75	6 7	17 15
	13+	7 9	27 33	11 8	44 52	0 0	13 6

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Task	Months of Unit Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
101. STARTING FUEL NOZZLES (Cont.) Install	0-6	6	50	8	25	10	10
	7-12	12	80	8	75	13	16
	13+	9	52	6	52	0	6
102. MAIN FUEL MANIFOLD (L-5 thru L-11 Only) Purge	0-6	2	54	4	24	13	8
	7-12	6	88	2	98	0	17
	13+	5	29	[illegible]	45	0	13
Obtain serviceable replacement	0-6	4	50	0	25	0	10
	7-12	[illegible]	80	5	75	0	16
	13+	3	33	6	51	0	6
Troubleshoot	0-6	6	54	4	24	0	8
	7-12	[illegible]	87	4	97	0	17
	13+	4	26	0	44	0	13
Remove	0-6	4	50	1	25	0	10
	7-12	0	88	11	75	0	16
	13+	3	33	13	52	0	6
Install	0-6	6	54	1	24	0	8
	7-12	[illegible]	87	8	97	6	17
	13+	4	27	11	44	0	13
103. MAIN FUEL MANIFOLD (L-13 Only) Obtain serviceable replacement	0-6	2	50	0	25	0	10
	7-12	3	88	3	75	0	16
	13+	0	33	[illegible]	[illegible]	0	6
Troubleshoot	0-6	4	54	0	24	13	8
	7-12	3	88	3	98	0	17
	13+	0	29	3	45	0	13
Remove	0-6	2	50	2	25	0	10
	7-12	3	88	4	75	6	16
	13+	9	33	6	51	0	6
Install	0-6	6	54	0	24	0	8
	7-12	6	87	2	97	0	16
	13+	0	27	2	44	0	13
104. FUEL DIVIDER & DUMP VALVE (L-13 Only)		A B	A B	A B	A B	A B	A B
*Disassemble	0-6	[illegible] [illegible]	54 50	0 0	24 25	0 0	8 10
	7-12	[illegible] [illegible]	88 80	[illegible] 3	98 75	0 0	17 16
	13+	0 0	29 32	[illegible] 4	44 52	0 0	13 6
Repair	0-6	2	54	0	24	0	8
	7-12	3	87	2	97	0	17
	13+	0	27	2	43	0	13
		A B	A B	A B	A B	A B	A B
*Assemble	0-6	2 5	54 50	0 0	24 25	0 0	8 10
	7-12	2 3	87 88	2 3	97 75	0 0	17 16
	13+	0 0	27 33	2 4	43 52	0 0	13 6
Obtain serviceable replacement	0-6	4	54	0	24	0	8
	7-12	5	87	2	97	0	17
	13+	0	27	0	43	0	13
Troubleshoot	0-6	2	50	4	25	0	10
	7-12	1	88	1	75	0	16
	13+	3	32	6	52	0	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
104. FUEL DIVIDER & DUMP VALVE (L-13 only) (Cont.)							
Remove	0-6	2	54	0	24	13	8
	7-12	3	87	1	96	0	17
	13+	0	27	2	43	0	13
Install	0-6	2	50	0	25	0	10
	7-12	1	87	1	75	0	16
	13+	6	32	6	52	0	6
105. MAIN FUEL NOZZLES (L-5 thru L-11 only)							
Obtain serviceable replacement	0-6	4	54	0	23	25	8
	7-12	5	88	1	97	0	17
	13+	3	29	4	45	15	13
Remove	0-6	4	50	0	25	0	10
	7-12	9	90	4	75	6	16
	13+	3	33	10	52	0	6
Install	0-6	7	54	0	23	13	8
	7-12	7	87	2	98	0	17
	13+	4	27	7	44	15	13
106. COMBUSTION CHAMBER DRAIN VALVE							
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	8	90	1	75	0	13
	6-13	9	33	10	51	0	6
Remove	0-6	6	54	0	24	0	8
	7-12	7	88	9	98	12	17
	13+	14	29	18	45	0	13
Install	0-6	4	49	0	25	0	10
	7-12	8	89	4	76	13	16
	13+	9	33	12	52	17	6
107. EXHAUST THERMOCOUPLE ASSEMBLY							
Test with Jet-Cal Analyzer	0-6	4	54	0	24	13	8
	7-12	2	88	5	97	6	17
	13+	7	29	2	44	8	13
Obtain serviceable replacement	0-6	4	50	4	25	0	10
	7-12	9	90	9	75	0	16
	13+	9	33	18	51	0	6
Troubleshoot	0-6	4	54	4	24	0	8
	7-12	5	87	6	98	6	17
	13+	11	27	2	43	8	13
		A B	A B	A B	A B	A B	A B
*Remove	0-6	6 4	54 49	0 8	24 25	13 0	8 10
	7-12	3 10	87 89	3 13	96 75	12 10	17 16
	13+	15 6	27 33	9 18	44 51	0 17	13 6
Install	0-6	6	54	0	24	13	8
	7-12	3	87	7	97	12	17
	13+	10	27	9	44	0	13
108. ENGINE EXHAUST TAIL PIPE		A B	A B	A B	A B	A B	A B
*Repair by stop drilling	0-6	2 0	53 50	0 4	24 25	0 0	8 10
	7-12	4 3	85 90	3 4	97 75	0 0	17 16
	13+	4 6	28 33	2 12	44 51	0 0	13 6
Repair by welding	0-6	4	53	0	24	0	8
	7-12	4	84	2	97	0	17
	13+	2	26	0	42	0	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
108. ENGINE EXHAUST TAIL PIPE (Cont.)							
Obtain serviceable replacement	0-6	12	50	4	25	10	10
	7-12	8	89	7	75	7	15
	13+	12	33	16	51	17	6
Remove	0-6	17	54	8	24	50	8
	7-12	23	87	24	96	41	17
	13+	37	27	36	44	38	13
Install	0-6	14	50	8	24	30	10
	7-12	28	89	17	75	60	15
	13+	25	52	20	52	33	6
109. ENGINE OIL TANK							
Obtain serviceable replacement	0-6	26	54	13	24	50	8
	7-12	31	86	29	97	31	16
	13+	36	28	27	45	38	13
Remove	0-6	28	50	32	25	40	10
	7-12	58	91	35	75	63	16
	13+	52	33	48	52	50	6
Install	0-6	38	53	21	24	50	8
	7-12	42	85	30	97	31	16
	13+	67	27	32	34	77	13
110. ENGINE OIL SHUT-OFF VALVE							
Obtain serviceable replacement	0-6	6	50	0	25	0	9
	7-12	9	90	3	75	6	16
	13+	9	33	13	52	0	6
Remove	0-6	7	54	0	23	0	8
	7-12	6	87	4	98	0	17
	13+	4	27	4	45	23	13
Install	0-6	10	48	4	25	10	10
	7-12	8	87	7	75	13	16
	13+	12	33	13	52	0	6
111. ENGINE OIL PUMP							
Adjust pressure relief valve	0-6	0	54	13	24	0	8
	7-12	7	87	2	98	12	17
	13+	14	28	4	45	0	13
Obtain serviceable replacement	0-6	8	50	4	25	0	10
	7-12	10	89	4	75	7	15
	13+	9	52	12	52	0	6
Troubleshoot	0-6	0	54	6	24	0	8
	7-12	7	86	4	97	6	17
	13+	11	27	5	43	8	13
Remove	0-6	14	50	8	25	10	10
	7-12	19	88	8	73	19	16
	13+	15	33	17	52	0	6
Install	0-6	7	54	9	21	0	8
	7-12	7	86	6	98	12	17
	13+	11	27	9	44	15	13
112. ENGINE OIL PRESSURE RELIEF VALVE							
Disassemble	0-6	1	50	4	25	0	10
	7-12	2	90	5	75	0	16
	13+	0	33	6	52	0	6
*Repair		A B	A B	A B	A B	A B	A B
	0-6	2 4	54 50	0 0	24 25	13 0	8 10
	7-12	3 3	86 90	3 4	96 75	0 0	17 16
	13+	3 3	29 33	2 6	44 52	0 0	13 6

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing or Assisting	Organizational Personnel: Shop Mechanics: Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
112. ENGINE OIL PRESSURE RELIEF VALVE (Cont.)							
Assemble	0-6	4	50	4	25	0	10
	7-12	6	90	5	75	0	16
	13+	3	33	8	52	0	6
*Adjust		A B	A B	A B	A B	A B	A B
	0-6	2 4	53 50	4 4	24 25	13 0	8 10
	7-12	7 7	83 89	3 5	97 75	12 0	17 16
	13+	11 8	28 33	5 10	44 52	8 0	13 6
Obtain serviceable replacement	0-6	4	50	0	25	0	10
	7-12	4	90	4	75	0	16
	13+	3	32	6	52	0	6
Troubleshoot	0-6	4	54	1	24	13	8
	7-12	6	83	2	96	6	17
	13+	14	28	5	44	8	13
Remove	0-6	4	50	4	24	0	10
	7-12	6	90	8	75	0	16
	13+	6	32	8	52	0	6
Install	0-6	6	54	0	24	0	8
	7-12	8	83	3	96	12	17
	13+	11	28	5	44	8	13
113. ENGINE OIL FILTER							
Disassemble	0-6	63	49	76	25	40	10
	7-12	78	89	77	74	44	16
	13+	81	32	81	52	50	6
Repair	0-6	8	51	13	23	13	8
	7-12	27	83	19	93	0	17
	13+	22	27	14	42	15	13
Assemble	0-6	61	49	72	25	30	10
	7-12	76	89	77	74	38	16
	13+	81	32	81	52	33	6
Obtain serviceable replacement	0-6	42	52	26	23	38	8
	7-12	53	86	43	93	35	17
	13+	48	27	40	43	46	13
Troubleshoot	0-6	32	47	29	24	10	10
	7-12	44	87	41	74	19	16
	13+	45	33	46	52	8	6
Remove	0-6	81	54	71	24	75	8
	7-12	80	87	79	97	50	17
	13+	96	27	90	45	54	13
Install	0-6	68	51	63	24	40	10
	7-12	82	90	88	75	60	15
	13+	88	32	87	52	67	6
114. ENGINE OIL MANIFOLD							
Obtain serviceable replacement	0-6	4	54	4	24	0	8
	7-12	5	87	3	97	0	17
	13+	7	29	2	45	0	13
Remove	0-6	4	50	4	25	0	10
	7-12	10	89	4	74	0	16
	13+	6	33	10	51	0	6
Install	0-6	6	54	4	24	0	8
	7-12	2	86	4	98	0	17
	13+	11	28	2	44	0	13

(Continued)

Task		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
	Months of OH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
115. ENGINE OIL PRESSURE SWITCH							
Obtain serviceable replacement	0-6	8	50	0	25	0	10
	7-12	3	90	3	75	0	16
	13+	12	33	19	52	0	6
Troubleshoot	0-6	4	54	8	24	0	8
	7-12	3	88	2	87	0	17
	13+	10	29	13	44	0	13
Remove	0-6	4	50	4	25	0	10
	7-12	16	90	8	75	6	16
	13+	13	32	19	52	17	6
Install	0-6	7	54	8	24	0	8
	7-12	9	87	7	88	0	17
	13+	21	28	14	43	8	13
116. ENGINE OIL PRESSURE TRANSMITTER							
Obtain serviceable replacement	0-6	6	50	4	25	0	10
	7-12	14	90	7	75	0	16
	13+	12	33	6	52	0	6
Troubleshoot	0-6	6	54	4	25	0	8
	7-12	10	88	8	87	0	17
	13+	10	29	22	45	0	13
Remove	0-6	5	50	8	25	0	10
	7-12	20	90	8	75	6	16
	13+	28	33	21	52	17	6
Install	0-6	7	54	8	24	0	8
	7-12	11	87	8	88	6	17
	13+	21	28	22	43	0	13
117. ENGINE OIL TEMPERATURE BULB							
Obtain serviceable replacement	0-6	6	50	4	25	10	10
	7-12	9	90	7	75	0	16
	13+	19	33	12	52	17	6
Troubleshoot	0-6	2	54	8	24	0	8
	7-12	2	88	7	87	12	17
	13+	5	29	7	43	0	12
Remove	0-6	8	50	4	25	10	10
	7-12	10	90	7	75	0	16
	13+	21	33	13	52	17	6
Install	0-6	2	54	0	24	13	8
	7-12	2	87	4	88	6	17
	13+	7	28	7	44	8	13
118. ENGINE OIL LINES							
Purge	0-6	10	50	8	24	20	10
	7-12	18	90	11	74	50	16
	13+	27	33	21	33	0	6
Obtain serviceable replacement	0-6	15	53	13	24	25	8
	7-12	24	88	29	86	18	17
	13+	33	27	39	44	23	13
Remove	0-6	14	50	21	24	40	10
	7-12	30	88	31	73	63	16
	13+	32	33	45	34	17	6
Install	0-6	32	53	17	24	63	8
	7-12	31	90	34	86	41	17
	13+	41	27	31	45	46	13

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		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20 Reporting	Percent Performing or Assisting	Number of 67N20 Reporting	Percent Performing or Assisting	Number of 67N20 Reporting
119. ENGINE CHIP DETECTOR PLUG							
Test	0-6	13	47	36	24	0	10
	7-12	41	88	54	71	13	16
	13+	61	33	74	50	33	6
Obtain serviceable replacement	0-6	27	52	43	23	0	8
	7-12	39	87	33	83	25	16
	13+	55	29	39	44	23	13
Troubleshoot	0-6	21	48	20	25	0	10
	7-12	39	86	26	72	13	16
	13+	48	33	55	51	33	6
Remove	0-6	72	54	67	24	63	8
	7-12	72	88	76	83	63	17
	13+	80	28	80	44	46	13
Install	0-6	56	50	75	24	20	10
	7-12	67	88	73	75	31	16
	13+	82	33	82	51	67	6
120. ENGINE MAGNETIC PLUG							
Obtain serviceable replacement	0-6	15	52	29	24	0	8
	7-12	32	87	29	84	18	17
	13+	54	29	22	45	23	13
Remove	0-6	66	50	75	24	50	10
	7-12	77	88	84	75	31	16
	13+	87	31	82	51	33	6
Install	0-6	67	54	58	24	63	8
	7-12	63	86	61	86	35	17
	13+	80	27	62	45	46	13
121. ENGINE BEARING OIL STRAINERS							
Obtain serviceable replacement	0-6	11	46	8	25	0	10
	7-12	19	80	18	74	0	16
	13+	39	51	24	52	0	6
Remove	0-6	31	54	28	24	13	8
	7-12	36	86	38	88	12	17
	13+	68	28	64	45	33	12
Install	0-6	31	49	20	25	10	10
	7-12	45	80	38	74	8	19
	13+	66	52	46	52	33	6
122. OIL COOLER TURBO-BLOWER							
Obtain serviceable replacement	0-6	10	54	13	24	0	8
	7-12	34	86	22	86	24	17
	13+	41	28	22	45	23	13
Remove	0-6	24	51	16	25	40	10
	7-12	60	90	33	75	63	19
	13+	64	33	29	52	50	6
Install	0-6	37	54	29	24	13	8
	7-12	51	87	33	86	35	17
	13+	58	27	32	44	31	13
123. ENGINE OIL COOLER							
Clean by pressure flushing	0-6	14	50	8	25	20	10
	7-12	28	88	23	75	38	14
	13+	36	33	24	51	0	6
Obtain serviceable replacement	0-6	21	53	25	24	13	8
	7-12	38	87	18	86	35	17
	13+	43	28	19	45	46	13

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of [illegible] Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
123. ENGINE OIL COOLER (Cont.)							
Remove	0-6	25	51	20	25	20	10
	7-12	60	87	41	74	81	16
	13+	33	32	27	52	83	6
Install	0-6	41	54	42	24	28	8
	7-12	54	87	25	75	33	17
	13+	56	27	25	44	69	13
124. ENGINE							
Align to transmission	0-6	4	50	8	25	20	10
	7-12	28	90	15	75	69	16
	13+	21	33	25	52	33	6
		A B	A B	A B	A B	A B	A B
*Test with Jet-Cal	0-6	4 2	54 50	0 4	24 25	0 0	8 10
	7-12	1 7	88 90	5 8	88 73	6 13	17 16
	13+	3 4	29 33	0 15	43 52	0 17	13 6
Obtain serviceable replacement	0-6	8	50	4	25	0	10
	7-12	11	89	9	73	0	16
	13+	9	32	13	52	17	6
Troubleshoot	0-6	6	54	4	24	25	8
	7-12	20	87	15	87	0	17
	13+	14	28	9	44	0	13
Preserve	0-6	6	49	4	25	10	10
	7-12	10	88	4	74	20	15
	13+	3	32	6	52	33	6
Package	0-6	3	54	4	24	13	8
	7-12	8	86	2	85	6	17
	13+	7	28	2	44	8	13
Remove	0-6	12	50	4	25	30	10
	7-12	22	90	20	74	56	16
	13+	19	32	27	52	33	6
Install	0-6	7	54	4	24	38	8
	7-12	16	87	20	86	24	17
	13+	11	28	5	41	15	13
125. HYDRAULIC PRESSURE RELIEF VALVE							
Test	0-6	8	48	4	25	0	10
	7-12	11	90	8	73	6	16
	13+	9	33	10	52	17	6
Adjust	0-6	0	54	0	25	0	8
	7-12	6	86	4	84	6	17
	13+	11	26	11	41	0	13
Obtain serviceable replacement	0-6	8	48	4	25	0	10
	7-12	11	88	8	73	13	16
	13+	12	33	11	52	0	6
Remove	0-6	13	54	4	24	0	8
	7-12	13	87	20	87	6	17
	13+	20	27	16	44	15	13
Install	0-6	17	49	12	25	20	10
	7-12	17	87	12	73	19	16
	13+	19	32	[illegible]	52	0	6
126. HYDRAULIC RESERVOIR ("D" Model)							
Disassemble if pressurized (D Model only)	0-6	4	53	0	23	0	8
	7-12	3	83	1	86	12	17
	13+	3	28	7	45	0	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel: Shop Mechanics, Percent Performing or Assisting	Organizational Personnel: Shop Mechanics, Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs, Percent Performing or Assisting	Organizational Personnel: Crew Chiefs, Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics, Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics, Number of 67N20s Reporting
126. HYDRAULIC RESERVOIR ["C" Model] (Cont.)							
Repair pressurized (D Model only)	0-6	6	45	4	25	7	10
	7-12	10	90	4	74	13	16
	13+	15	33	4	52	7	6
Assemble pressurized (D Model only)	0-6	6	53	0	23	0	8
	7-12	5	84	2	90	12	17
	13+	0	28	7	44	0	13
Bleed pressurized (D Model only)	0-6	6	49	4	25	0	10
	7-12	10	89	7	75	13	16
	13+	21	33	8	52	0	6
*Service		A B	A B	A B	A B	A B	A B
	0-6	35 28	54 50	22 28	23 25	13 40	8 10
	7-12	40 29	85 86	24 25	97 75	35 38	17 16
	13+	25 45	28 33	25 29	44 52	15 83	13 6
Obtain serviceable replacement	0-6	8	49	4	25	0	10
	7-12	12	88	8	73	23	16
	13+	22	32	6	51	17	6
Troubleshoot pressurized (D Model only)	0-6	8	53	4	23	0	8
	7-12	6	84	6	93	13	16
	13+	0	27	2	44	8	13
Remove	0-6	10	48	4	25	0	10
	7-12	15	80	11	75	25	16
	13+	25	52	10	52	17	6
Install	0-6	8	53	6	23	13	8
	7-12	13	85	5	96	19	16
	13+	4	25	11	44	15	13
127. HYDRAULIC SYSTEM FILTERS (B & D Models only)							
Disassemble	0-6	37	48	15	24	20	10
	7-12	48	90	40	73	13	16
	13+	56	32	38	52	17	6
Repair	0-6	6	52	13	23	0	8
	7-12	9	87	7	93	6	17
	13+	15	27	12	42	8	13
*Assemble		A B	A B	A B	A B	A B	A B
	0-6	35 33	52 49	26 17	23 24	13 20	8 10
	7-12	26 48	86 87	26 41	96 73	18 19	17 16
	13+	41 56	27 32	29 33	42 52	15 17	13 6
Obtain serviceable replacement	0-6	37	54	26	23	36	8
	7-12	56	86	34	93	18	17
	13+	56	27	56	45	38	13
Remove	0-6	50	50	32	25	20	10
	7-12	67	88	43	75	50	16
	13+	75	32	50	52	67	6
Install	0-6	54	54	43	23	25	8
	7-12	66	86	52	93	41	17
	13+	74	27	64	44	34	13
128. HYDRAULIC MODULES ["C" Model only]							
Disassemble	0-6	6	50	4	24	0	10
	7-12	8	82	8	74	6	16
	13+	12	32	2	52	0	6
Repair	0-6	6	54	3	22	0	8
	7-12	6	88	4	93	0	17
	13+	41	25	0	43	0	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
128. HYDRAULIC MODULES ("C" Model only) (Cont.)							
Assemble	0-6	6	49	4	24	0	10
	7-12	7	85	5	74	6	16
	13+	19	32	2	52	0	6
Troubleshoot	0-6	4	54	9	22	0	8
	7-12	9	87	8	86	6	17
	13+	11	27	0	48	8	13
Obtain serviceable replacement	0-6	8	49	4	24	0	10
	7-12	9	80	11	74	6	16
	13+	19	33	6	52	0	6
Remove	0-6	6	54	0	22	25	8
	7-12	23	87	3	95	12	17
	13+	11	27	16	44	15	13
Install	0-6	14	50	8	25	0	10
	7-12	9	80	12	74	6	16
	13+	29	32	4	52	0	6
129. HYDRAULIC PUMP ("C" Model)							
Obtain serviceable replacement	0-6	6	53	3	22	0	8
	7-12	20	83	0	93	13	16
	13+	28	29	23	44	50	13
Troubleshoot	0-6	10	46	4	23	0	10
	7-12	22	80	14	72	20	15
	13+	27	33	10	51	20	5
Remove	0-6	21	53	14	22	25	8
	7-12	36	47	26	95	47	17
	13+	30	29	30	44	54	13
Install	0-6	20	40	0	25	30	10
	7-12	31	80	20	72	63	16
	13+	32	33	19	52	20	5
130. IRREVERSIBLE VALVES (B & D Models only)							
Disassemble	0-6	13	54	23	21	13	8
	7-12	20	82	16	85	6	16
	13+	21	29	20	45	11	13
Repair	0-6	10	50	4	25	0	8
	7-12	21	87	15	78	25	16
	13+	21	33	14	51	0	6
Assemble	0-6	17	54	26	23	13	8
	7-12	28	82	17	98	12	17
	13+	22	27	18	44	23	13
Obtain serviceable replacement	0-6	20	49	32	21	22	9
	7-12	37	80	33	75	38	16
	13+	28	32	40	52	17	6
Remove	0-6	39	54	39	23	38	8
	7-12	62	87	50	98	53	17
	13+	59	27	41	44	62	13
Install	0-6	41	51	32	21	44	9
	7-12	49	80	32	75	69	16
	13+	67	33	44	52	50	6
131. CYCLIC & COLLECTIVE HYDRAULIC CYLINDER & SERVO VALVE ASSEMBLIES							
Disassemble	0-6	17	53	29	24	13	8
	7-12	29	83	25	95	24	17
	13+	29	28	24	45	23	13
Repair	0-6	12	46	20	25	0	10
	7-12	21	87	22	74	33	15
	13+	24	33	19	50	0	6

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing or Assisting	Organizational Personnel: Shop Mechanics: Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
131. CYCLIC & COLLECTIVE HYDRAULIC CYLINDER & SERVO VALVE ASSEMBLIES (Cont.)							
Assemble	0-6	13	52	29	24	13	8
	7-12	29	84	17	86	29	17
	13+	27	26	27	44	23	15
Adjust	0-6	31	48	24	25	10	10
	7-12	44	88	41	74	67	15
	13+	48	33	38	52	67	7
Service ball and socket	0-6	21	52	29	24	25	8
	7-12	24	84	19	79	25	16
	13+	23	26	30	44	31	13
Obtain serviceable replacement	0-6	42	50	20	25	20	10
	7-12	80	88	47	73	50	16
	13+	94	33	38	52	33	6
Troubleshoot	0-6	23	53	21	24	13	8
	7-12	28	85	33	86	29	28
	13+	44	27	34	44	46	15
Remove	0-6	54	48	36	25	50	10
	7-12	81	88	59	73	88	16
	13+	78	32	56	52	67	6
Install	0-6	52	54	38	24	63	8
	7-12	72	86	55	86	59	17
	13+	70	27	45	44	63	13
132. TAIL ROTOR CONTROL HYDRAULIC CYLINDER							
Disassemble	0-6	14	42	8	25	0	10
	7-12	26	86	13	73	25	16
	13+	33	33	13	52	0	8
Repair	0-6	11	54	8	24	0	8
	7-12	11	87	12	85	12	17
	13+	14	26	0	44	15	13
Assemble	0-6	15	48	4	25	0	10
	7-12	21	85	12	73	19	16
	13+	26	33	18	52	17	6
Adjust	0-6	24	54	17	24	13	8
	7-12	30	87	20	85	24	17
	13+	26	27	[illegible]	43	30	13
Rig to flight controls	0-6	36	50	8	25	20	10
	7-12	13	87	34	73	50	16
	13+	58	33	42	52	33	6
Obtain serviceable replacement	0-6	24	54	17	24	13	8
	7-12	50	86	34	84	25	16
	13+	56	27	30	44	38	13
Remove	0-6	40	50	24	25	20	10
	7-12	73	88	45	73	60	16
	13+	78	32	54	52	83	6
Install	0-6	44	54	21	24	13	8
	7-12	64	87	47	84	53	17
	13+	67	27	47	43	69	13
133. HYDRAULIC SYSTEM CONNECTING HARDWARE							
Fabricate	0-6	8	50	4	25	0	13
	7-12	9	86	11	74	6	16
	13+	16	32	12	51	17	6
Bleed	0-6	13	54	13	24	25	8
	7-12	20	87	21	87	24	17
	13+	21	26	20	45	31	13

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Task	Months of Army Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
133. HYDRAULIC SYSTEM CONNECTING HARDWARE (Cont.)							
Obtain serviceable replacement	0-6	29	50	8	25	20	10
	7-12	25	91	24	74	21	18
	13+	27	33	5	52	17	9
Remove	0-6	19	54	22	25	50	8
	7-12	32	86	28	88	41	17
	13+	33	27	30	44	38	13
Install	0-6	34	50	8	25	30	10
	7-12	30	87	30	75	28	18
	13+	36	33	30	52	17	6
134. HYDRAULIC ACCUMULATOR (C Model only)							
Service	0-6	13	54	6	22	13	8
	7-12	6	87	3	85	6	17
	13+	10	29	22	45	8	13
Obtain serviceable replacement	0-6	3	50	0	25	0	10
	7-12	7	87	7	75	7	15
	13+	6	33	8	51	17	6
Troubleshoot	0-6	7	54	0	22	0	8
	7-12	8	85	6	86	6	17
	13+	7	28	14	44	8	13
Remove	0-6	2	50	0	25	20	10
	7-12	7	88	9	78	7	13
	13+	3	32	6	52	17	6
Install	0-6	7	54	0	22	13	8
	7-12	12	86	8	85	12	17
	13+	11	29	14	44	15	13
135. HYDRAULIC SYSTEM							
Disassemble	0-6	2	52	0	23	0	10
	7-12	11	87	7	74	13	18
	13+	23	32	8	52	17	6
Assemble	0-6	0	54	0	24	0	8
	7-12	11	85	7	87	18	17
	13+	11	29	0	45	15	13
Purge	0-6	0	50	4	25	0	10
	7-12	11	87	12	76	19	18
	13+	20	32	17	52	17	6
Test	0-6	11	54	13	24	13	8
	7-12	19	85	17	88	35	17
	13+	24	27	24	43	54	13
Troubleshoot	0-6	14	48	8	25	22	10
	7-12	34	87	26	76	15	18
	13+	33	33	33	52	17	6
136. TRANSMISSION EXTERNAL OIL FILTER							
Disassemble	0-6	60	54	73	24	38	8
	7-12	78	86	72	88	25	17
	13+	72	29	65	46	54	13
Repair	0-6	18	47	13	25	0	10
	7-12	26	86	23	76	13	18
	13+	47	32	38	47	17	6
*Reassemble		A B	A B	A B	A B	A B	A B
	0-6	72 66	52 45	67 33	24 20	38 30	8 10
	7-12	75 20	85 87	72 61	88 75	25 21	17 18
	13+	81 72	27 32	70 60	46 47	69 17	13 6

(Continued)

Item	Months of UH-1 Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing or Assisting	Organizational Personnel: Shop Mechanics: Number of 67N20 Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20 Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20 Reporting
136. TRANSMISSION EXTERNAL OIL FILTER (Cont.)							
Obtain serviceable replacement	0-6	49	49	30	23	60	10
	7-12	67	87	60	73	50	16
	13+	70	33	67	49	0	6
Remove	0-6	85	54	96	24	63	8
	7-12	85	86	83	96	65	17
	13+	93	27	82	45	77	13
Install	0-6	79	49	76	25	40	10
	7-12	85	86	85	73	53	15
	13+	84	31	80	49	65	6
137. HYDRAULIC PUMP & TACHOMETER GENERATOR DRIVE QUILL ASSEMBLY (B & D Models Only)							
Obtain serviceable replacement	0-6	7	54	0	23	13	8
	7-12	9	87	10	94	19	17
	13+	11	27	13	43	38	13
Repair by replacing "O" rings	0-6	10	50	8	25	0	10
	7-12	16	85	20	75	40	15
	13+	19	32	13	52	17	6
Remove	0-6	13	54	13	23	38	8
	7-12	17	86	14	87	35	17
	13+	13	27	18	44	62	13
Install	0-6	16	50	12	25	0	10
	7-12	30	86	28	75	60	15
	13+	30	33	19	52	33	6
138. HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C Model only)							
Obtain serviceable replacement	0-6	4	54	5	22	13	8
	7-12	7	87	3	96	0	17
	13+	0	29	7	45	23	13
Repair by replacing "O" rings	0-6	10	50	0	25	0	10
	7-12	8	87	1	75	19	16
	13+	9	33	8	52	17	6
Remove	0-6	2	54	5	22	23	8
	7-12	8	86	3	87	12	17
	13+	14	29	11	44	38	13
Install	0-6	10	50	1	25	0	10
	7-12	11	87	7	75	31	16
	13+	6	33	8	52	17	6
139. TRANSMISSION OIL COOLER THERMO VALVE							
Obtain serviceable replacement	0-6	4	54	4	24	0	8
	7-12	1	87	3	87	6	17
	13+	17	29	0	45	8	13
Remove	0-6	14	50	4	25	0	10
	7-12	11	87	11	75	13	15
	13+	9	33	13	52	0	6
Install	0-6	7	54	4	24	13	8
	7-12	4	86	3	88	12	17
	13+	14	28	10	44	23	13
140. TRANSMISSION SUMP PLUG							
Obtain serviceable replacement	0-6	12	49	4	25	20	10
	7-12	22	86	20	73	6	16
	13+	9	33	21	51	0	6

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Task	Months of Unit Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing or Assisting	Organizational Personnel: Shop Mechanics: Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
140. TRANSMISSION SUMP PLUG (Cont.)							
Remove	0-6	71	34	50	24	38	8
	7-12	84	87	52	96	47	17
	13+	79	29	31	45	69	13
Install	0-6	26	32	19	23	20	10
	7-12	42	86	33	75	50	16
	13+	31	33	31	52	50	6
141. TRANSMISSION PYLON ISOLATION MOUNT							
Obtain serviceable replacement	0-6	22	34	18	22	25	8
	7-12	3	86	17	85	47	17
	13+	28	29	16	45	62	13
Remove	0-6	30	47	20	25	30	10
	7-12	50	88	32	74	81	16
	13+	39	33	22	51	50	6
		A B	A B	A B	A B	A B	A B
*Install	0-6	27 32	34 32	25 16	23 25	50 30	8 10
	7-12	40 43	85 86	31 32	84 74	59 81	17 16
	13+	44 30	27 33	50 22	44 51	92 33	13 6
142. TRANSMISSION PRIMARY OIL FILTER ASSEMBLY		A B	A B	A B	A B	A B	A B
*Disassemble	0-6	53 53	32 40	51 37	24 24	25 10	8 10
	7-12	85 81	87 87	17 63	85 75	6 25	17 16
	13+	77 73	29 32	63 57	46 51	84 17	13 6
Repair	0-6	20	34	21	24	13	8
	7-12	31	86	29	87	0	17
	13+	41	27	30	48	31	13
Assemble	0-6	72	47	29	24	10	10
	7-12	81	87	81	75	25	16
	13+	70	33	57	51	17	6
Obtain serviceable replacement	0-6	30	34	33	24	25	8
	7-12	43	86	31	84	6	17
	13+	38	27	43	48	46	13
Remove	0-6	30	49	40	23	10	10
	7-12	72	87	67	75	44	16
	13+	82	33	61	51	33	6
Install	0-6	76	34	58	24	38	8
	7-12	76	88	61	88	12	17
	13+	74	27	71	45	62	13
143. TRANSMISSION OIL TEMPERATURE THERMO-SWITCH							
Repair by replacing "O" rings	0-6	6	30	8	25	0	10
	7-12	3	87	1	74	0	16
	13+	6	53	20	50	0	6
Obtain serviceable replacement	0-6	6	34	3	23	0	8
	7-12	6	83	3	86	0	17
	13+	11	29	15	85	8	13
Troubleshoot	0-6	8	30	4	25	0	10
	7-12	11	87	3	74	6	16
	13+	12	33	20	50	0	6
Remove	0-6	6	30	8	23	0	8
	7-12	7	81	7	88	0	17
	13+	11	27	14	46	15	13
Install	0-6	3	30	8	25	0	10
	7-12	13	87	3	74	19	16
	13+	18	52	20	50	0	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
144. TRANSMISSION OIL TEMPERATURE THERMO-BULB							
Repair by replacing "O" rings	0-6	4	54	8	24	0	8
	7-12	6	87	6	97	0	17
	13+	14	28	7	43	8	13
Obtain serviceable replacement	0-6	6	50	4	25	0	10
	7-12	14	87	8	75	7	16
	13+	12	33	10	52	17	6
Troubleshoot	0-6	4	54	4	24	0	8
	7-12	7	86	7	97	0	17
	13+	11	27	9	44	8	13
Remove	0-6	4	50	4	25	0	10
	7-12	14	87	4	75	13	16
	13+	11	33	10	51	17	6
Install	0-6	4	54	4	24	0	8
	7-12	9	86	12	98	0	17
	13+	19	27	11	44	8	13
145. TRANSMISSION OIL LEVEL SIGHT GAUGE							
Repair	0-6	8	50	4	25	0	10
	7-12	2	87	7	75	0	16
	13+	12	33	12	52	0	6
Obtain serviceable replacement	0-6	11	54	8	24	0	8
	7-12	13	87	3	98	6	17
	13+	16	28	9	44	15	13
Remove	0-6	12	50	12	25	0	10
	7-12	27	87	7	75	6	16
	13+	12	33	15	52	20	6
Install	0-6	13	54	13	24	13	8
	7-12	27	86	8	97	6	17
	13+	22	27	7	43	15	13
146. TRANSMISSION OIL PUMP SCREEN							
Obtain serviceable replacement	0-6	18	40	4	25	0	10
	7-12	20	86	17	75	8	16
	13+	24	33	18	51	0	6
Remove	0-6	21	53	38	24	25	8
	7-12	37	86	22	96	19	17
	13+	43	29	26	45	38	13
Install	0-6	24	50	24	25	0	10
	7-12	36	86	28	75	13	16
	13+	36	33	27	51	0	6
147. TRANSMISSION OIL PRESSURE RELIEF VALVE							
Adjust	0-6	7	54	8	24	25	8
	7-12	8	86	8	96	12	17
	13+	14	29	11	45	23	13
Obtain serviceable replacement	0-6	10	50	8	25	0	10
	7-12	15	87	7	75	13	16
	13+	28	33	12	52	0	6
Troubleshoot	0-6	6	54	13	24	13	8
	7-12	4	85	8	98	6	17
	13+	11	27	11	44	15	13
Remove	0-6	12	50	4	25	0	10
	7-12	14	87	12	75	13	16
	13+	22	32	13	52	0	6
Install	0-6	11	54	8	24	0	8
	7-12	7	82	11	97	12	17
	13+	11	27	12	43	25	13

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Task	Months of Unit Maintenance Experience	Organizational Personnel: Strip Mechanics: Percent Performing or Assisting	Organizational Personnel: Strip Mechanics: Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
145. TRANSMISSION OIL JETS							
Repair by replacing "O" rings	0-6	41	49	24	25	0	10
	7-12	71	85	40	75	19	16
	13+	69	33	89	31	33	6
Obtain serviceable replacement	0-6	11	34	13	24	0	8
	7-12	24	85	10	93	12	17
	13+	44	27	30	44	31	13
Remove	0-6	62	50	49	25	20	10
	7-12	82	87	61	75	19	16
	13+	76	33	63	52	33	6
Install	0-6	50	53	50	24	13	8
	7-12	71	84	40	96	24	17
	13+	80	27	62	45	46	13
149. TRANSMISSION OIL PUMP							
Repair by replacing "O" rings	0-6	18	49	4	25	0	10
	7-12	11	43	8	74	19	16
	13+	24	32	15	52	0	6
Obtain serviceable replacement	0-6	9	34	4	24	0	8
	7-12	3	87	6	97	12	17
	13+	11	26	7	45	23	13
Remove	0-6	20	49	8	25	20	10
	7-12	20	85	9	74	31	16
	13+	16	32	21	52	50	6
Install	0-6	11	34	4	24	13	8
	7-12	12	86	10	97	12	17
	13+	11	27	7	44	38	13
150. TRANSMISSION OIL COOLER							
Clean by flushing under pressure	0-6	18	50	8	25	30	10
	7-12	11	82	16	75	38	16
	13+	24	33	29	31	0	6
Obtain serviceable replacement	0-6	27	34	13	24	13	8
	7-12	17	84	9	96	31	16
	13+	32	28	27	46	34	13
Remove	0-6	26	50	16	25	20	10
	7-12	16	82	24	73	51	16
	13+	28	32	24	51	30	6
Install	0-6	50	34	13	23	25	8
	7-12	40	85	20	96	59	17
	13+	49	27	16	44	85	13
151. TRANSMISSION MAGNETIC SUMP PLUG							
Obtain serviceable replacement	0-6	30	38	20	25	10	10
	7-12	40	93	33	72	25	16
	13+	34	33	43	31	0	5
Remove	0-6	33	53	39	22	38	8
	7-12	60	86	73	84	47	17
	13+	63	27	62	47	82	11
Install	0-6	54	48	66	25	10	10
	7-12	72	85	67	75	63	16
	13+	75	32	63	52	40	5
152. TRANSMISSION CHIP DETECTOR PLUG		A B	A B	A B	A B	A B	A B
*Repair by replacing "O" rings	0-6	50 51	49 49	57 24	23 25	29 0	7 10
	7-12	42 57	85 86	43 41	94 74	24 31	17 16
	13+	38 38	29 32	49 47	41 51	54 22	13 6

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
152. TRANSMISSION CHIP DETECTOR PLUG (Cont.)							
Obtain serviceable replacement	0-6	35	49	16	25	10	10
	7-12	41	86	42	74	50	16
	13+	55	33	51	51	17	6
Troubleshoot	0-6	36	50	43	23	29	7
	7-12	[illegible]	84	39	93	24	17
	13+	36	25	30	46	23	13
Remove	0-6	62	50	60	25	10	10
	7-12	78	86	77	75	75	16
	13+	77	31	78	51	83	6
Install	0-6	[illegible]	52	71	24	63	8
	7-12	87	84	73	97	53	17
	13+	80	25	67	46	69	13
153. TRANSMISSION ASSEMBLY							
Repair	0-6	18	49	4	23	0	10
	7-12	18	84	7	73	25	16
	13+	19	32	10	52	0	6
Service	0-6	44	54	42	24	75	8
	7-12	54	85	43	96	56	16
	13+	54	28	40	45	85	13
Obtain serviceable replacement	0-6	24	49	8	25	20	10
	7-12	49	83	20	75	60	15
	13+	27	33	21	52	33	6
Troubleshoot	0-6	14	[illegible]	30	23	25	8
	7-12	30	83	22	95	20	15
	13+	53	27	18	44	50	12
Remove	0-6	60	50	29	25	50	10
	7-12	71	84	49	75	93	15
	13+	47	32	53	52	83	6
Install	0-6	44	54	26	23	63	8
	7-12	70	84	37	97	94	16
	13+	48	27	32	44	85	13
154. TRANSMISSION LIFT LINK							
Obtain serviceable replacement	0-6	26	49	4	25	10	10
	7-12	20	85	17	75	19	16
	13+	18	33	6	51	23	3
Remove	0-6	44	54	21	23	75	8
	7-12	65	84	40	88	63	14
	13+	36	28	30	43	92	13
Install	0-6	41	49	22	25	30	10
	7-12	64	86	52	75	81	16
	13+	45	33	24	51	66	5
155. TAIL ROTOR GEAR BOX							
Repair	0-6	12	51	13	24	13	8
	7-12	14	85	17	92	6	17
	13+	16	27	11	44	8	12
*Service		A / B	A / B	A / B	A / B	A / B	A / B
	0-6	83 / 82	53 / 49	67 / 75	24 / 24	50 / 50	8 / 10
	7-12	81 / 84	86 / 85	73 / 76	96 / 75	59 / 87	17 / 13
	13+	85 / 79	27 / 33	67 / 79	45 / 52	85 / 83	13 / 6
Obtain serviceable replacement	0-6	43	51	17	24	38	8
	7-12	57	83	36	96	35	17
	13+	54	26	34	44	67	12
Troubleshoot	0-6	26	46	13	23	[illegible]	10
	7-12	46	82	35	75	38	16
	13+	52	33	46	50	0	6

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		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of Unit Maintenance Experience	Percent Performing or Assisting	Number of 67N/ Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
235. TAIL ROTOR GEAR BOX (cont.) Remove	0-6 7-12 13+	46 79 80	52 63 24	38 57 59	24 85 60	63 88 92	8 17 13
Install	0-6 7-12 13+	24 80 60	48 67 11	29 52 56	25 75 52	50 75 63	10 16 8
236. TAIL ROTOR DRIVE SHAFT Repair	0-6 7-12 13+	4 [illegible] 21	51 66 29	4 8 [illegible]	24 53 45	13 6 8	8 17 13
Obtain serviceable replacement	0-6 7-12 13+	41 14 41	49 62 31	12 45 40	25 74 50	20 63 47	10 16 5
Inspect with dye penetrant method	0-6 7-12 13+	15 16 29	52 62 25	13 23 18	24 74 45	25 81 54	8 17 13
Remove	0-6 7-12 13+	51 80 82	48 66 31	45 72 60	25 74 50	70 94 60	10 16 5
Install	0-6 7-12 13+	52 83 40	53 66 19	26 52 86	24 88 45	75 88 85	8 17 13
237. TAIL ROTOR DRIVE QUILL ASSEMBLY Disassemble flex coupling	0-6 7-12 13+	30 29 17	47 64 33	4 21 25	25 75 52	20 23 17	10 16 6
Clean flex coupling	0-6 7-12 13+	31 23 17	53 66 31	17 52 24	24 85 45	38 51 31	8 17 13
Assemble flex coupling	0-6 7-12 13+	A B [illegible] [illegible] 24 [illegible] 19 27	A B 47 47 66 66 26 30	A B [illegible] [illegible] [illegible] [illegible] 22 25	A B 24 25 85 75 45 52	A B [illegible] 20 31 25 23 17	A B 8 10 17 16 13 6
Repair	0-6 7-12 13+	4 11 19	53 64 25	4 6 15	24 85 45	0 12 8	8 17 13
Inspect flex coupling	0-6 7-12 13+	17 30 23	58 66 31	[illegible] 27 27	25 73 52	20 25 20	10 16 5
Obtain serviceable replacement	0-6 7-12 13+	12 42 30	52 60 25	4 42 47	24 85 45	13 33 31	8 17 13
Remove	0-6 7-12 13+	40 70 69	50 66 32	37 66 40	25 73 52	50 50 50	10 16 6
Install	0-6 7-12 13+	29 58 61	56 62 27	17 56 50	24 85 45	50 76 46	8 17 13
238. MAIN ROTOR MAST ASSEMBLY Repair	0-6 7-12 13+	[illegible] [illegible] 19	48 60 31	20 12 21	25 72 52	0 13 33	8 16 6

(continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
158. MAIN ROTOR MAST ASSEMBLY (Cont.)							
Obtain serviceable replacement	0-6	47	53	17	24	25	8
	7-12	49	84	27	66	53	17
	13+	30	27	36	45	77	13
Remove	0-6	67	49	44	23	80	10
	7-12	80	87	60	73	93	15
	13+	72	32	23	52	100	6
Install	0-6	70	54	29	24	63	8
	7-12	77	86	48	68	88	17
	13+	56	27	47	45	100	13
159. INPUT DRIVE QUILL ASSEMBLY							
Repair by replacing "O" rings	0-6	14	50	8	23	20	10
	7-12	38	85	23	75	63	16
	13+	42	33	21	52	17	6
Obtain serviceable replacement	0-6	17	54	13	24	13	8
	7-12	21	87	17	92	35	17
	13+	56	27	33	45	31	13
Remove	0-6	24	50	12	28	50	10
	7-12	31	86	33	73	69	16
	13+	50	32	57	52	83	6
Install	0-6	33	54	21	24	25	8
	7-12	37	86	37	93	53	17
	13+	74	27	38	42	46	13
160. MAIN GENERATOR DRIVE QUILL ASSEMBLY							
Obtain serviceable replacement	0-6	8	48	0	24	40	10
	7-12	11	85	3	74	13	16
	13+	15	33	13	52	17	6
Remove	0-6	6	53	4	24	25	8
	7-12	17	87	12	97	18	17
	13+	18	28	14	45	31	13
Install	0-6	12	50	4	24	20	10
	7-12	20	86	8	73	44	16
	13+	18	33	19	52	33	6
161. MAIN DRIVE SHAFT ASSEMBLY							
Disassemble	0-6	42	53	54	24	38	8
	7-12	48	87	53	93	59	17
	13+	24	29	54	45	46	13
Clean	0-6	56	50	71	23	50	10
	7-12	66	88	78	75	75	16
	13+	75	33	71	52	100	6
Repair (Minor)	0-6	13	53	4	24	13	8
	7-12	30	86	21	93	35	17
	13+	33	27	23	45	25	13
Service	0-6	40	48	36	23	40	10
	7-12	61	88	71	73	63	16
	13+	70	33	60	52	83	6
Assemble	0-6	38	53	50	24	50	8
	7-12	47	86	57	94	59	17
	13+	63	27	48	42	46	13
Obtain serviceable replacement	0-6	23	48	36	23	40	10
	7-12	48	90	41	73	40	15
	13+	52	33	46	52	50	6

(Continued)

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Task	Months of OH-[illegible] Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing in Assessing	Organizational Personnel: Shop Mechanics: Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing in Assessing	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing in Assessing	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
261. MAIN DRIVE SHAFT ASSEMBLY (Cont.)							
Troubleshoot	0-6	51	52	13	24	38	8
	7-12	29	80	31	94	24	17
	13+	41	27	31	43	17	12
Package	0-6	27	49	32	25	30	20
	7-12	52	88	47	72	33	13
	13+	48	33	34	52	67	6
*Remove		A B	A B	A B	A B	A B	A B
	0-6	64 63	[illegible] 50	63 66	25 25	68 80	8 17
	7-12	76 81	86 88	71 82	95 73	94 100	17 15
	13+	62 100	29 33	66 75	43 52	85 100	13 6
Install	0-6	62	50	67	24	70	20
	7-12	52	80	63	75	93	15
	13+	62	33	75	52	100	6
262. INTERMEDIATE GEAR BOX (42° Gear Box)							
Disassemble	0-6	6	51	[illegible]	24	14	7
	7-12	17	94	[illegible]	94	0	17
	13+	[illegible]	27	[illegible]	43	11	13
Repair	0-6	10	42	8	23	0	17
	7-12	11	87	12	74	8	16
	13+	18	33	21	52	0	6
Assemble	0-6	8	52	0	24	0	7
	7-12	8	93	4	85	0	17
	13+	[illegible]	27	8	42	15	13
*Service		A B	A B	A B	A B	A B	A B
	0-6	71 68	52 50	67 56	23 25	57 40	7 17
	7-12	92 77	81 87	71 71	98 75	76 75	17 16
	13+	86 62	29 33	71 67	41 52	85 83	13 6
Obtain serviceable replacement	0-6	20	51	15	24	29	7
	7-12	51	94	29	93	25	17
	13+	48	29	33	43	62	13
Remove	0-6	50	40	24	25	30	20
	7-12	79	80	51	74	81	16
	13+	73	33	24	50	67	6
Install	0-6	30	52	17	24	71	7
	7-12	71	86	63	85	75	16
	13+	67	27	40	45	92	13
263. TAIL ROTOR DRIVE SHAFT (HANGER BEARING ASSEMBLY)							
Disassemble	0-6	42	49	17	24	30	20
	7-12	62	88	51	73	38	[illegible]
	13+	62	33	67	52	17	6
Clean	0-6	12	53	13	22	15	8
	7-12	19	93	45	82	58	17
	13+	67	27	40	43	69	13
Repair	0-6	27	38	4	23	10	20
	7-12	13	87	11	75	29	15
	13+	27	33	23	52	0	6
Service	0-6	10	53	30	22	0	8
	7-12	25	90	55	95	47	17
	13+	33	29	40	44	54	13
Assemble	0-6	40	38	17	25	20	20
	7-12	61	89	27	73	29	16
	13+	67	34	37	52	17	6

(Continued)

Task	Months of Job Maintenance Experience	Organizational Maintenance: Shop Mechanic: Percent Performing or Assisting	Organizational Maintenance: Shop Mechanic: Number of 67N20 Reporting	Organizational Maintenance: Crew Chief: Percent Performing or Assisting	Organizational Maintenance: Crew Chief: Number of 67N20 Reporting	DS and GS Maintenance: Shop Mechanic: Percent Performing or Assisting	DS and GS Maintenance: Shop Mechanic: Number of 67N20 Reporting
143. TAIL ROTOR DRIVE SHAFT HANGER BEARING ASSEMBLIES (Cont.)							
Obtain serviceable replacement	0-6	38	13	29	15	15	6
	7-12	48	85	41	82	41	17
	13+	50	26	40	33	58	13
Troubleshoot	0-6	29	47	18	25	50	47
	7-12	38	87	32	78	15	24
	13+	50	52	26	51	8	6
Remove	0-6	60	14	50	24	83	6
	7-12	84	84	62	58	75	17
	13+	67	27	57	49	77	13
Install	0-6	76	80	41	25	82	17
	7-12	83	80	50	75	64	24
	13+	64	25	52	52	17	6
144. MAIN ROTOR ASSEMBLY							
Troubleshoot	0-6	31	14	50	13	50	6
	7-12	78	86	57	51	82	17
	13+	28	27	43	49	56	12
Repair blade	0-6	20	49	4	25	9	50
	7-12	17	88	20	73	8	29
	13+	15	42	24	51	17	6
Package blades	0-6	30	14	17	24	43	6
	7-12	35	82	32	85	83	17
	13+	67	27	36	50	42	13
Obtain serviceable replacement blades	0-6	32	50	11	24	80	36
	7-12	44	88	41	73	71	15
	13+	61	31	21	51	42	6
Align rotor assembly	0-6	18	14	13	23	38	6
	7-12	47	86	15	51	63	17
	13+	48	26	40	50	40	13
		A B	A B	A B	A B	A B	A B
Rig rotor assembly	0-6	23 37	14 40	17 8	24 25	[illegible] 30	8 [illegible]
	7-12	53 57	85 88	42 24	51 71	36 73	17 15
	13+	62 61	26 33	42 42	45 51	18 67	13 6
Balance rotor assembly (Balancing stand)	0-6	8	14	8	24	13	6
	7-12	8	87	10	54	25	17
	13+	41	26	23	60	8	12
Track rotor assembly	0-6	61	51	69	25	67	50
	7-12	61	86	72	73	94	26
	13+	68	33	76	72	100	6
Service 44' & 48' rotor assembly	0-6	28	14	29	23	25	6
	7-12	36	85	36	86	58	17
	13+	62	26	33	43	54	13
Repair hub assembly	0-6	14	50	8	24	8	25
	7-12	28	87	13	73	18	25
	13+	27	31	13	51	8	6
Package hub assembly	0-6	30	14	13	25	36	6
	7-12	45	85	26	56	41	17
	13+	60	27	27	45	14	13
Obtain serviceable replacement hub assembly	0-6	40	50	8	13	40	25
	7-12	71	89	11	75	60	25
	13+	24	33	29	52	45	6
Disassemble 44' & 48' hub assembly	0-6	13	14	17	25	25	6
	7-12	30	84	27	86	33	17
	13+	57	27	41	49	25	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20 Reporting	Percent Performing or Assisting	Number of 67N20 Reporting	Percent Performing or Assisting	Number of 67N20 Reporting
159. MAIN ROTOR ASSEMBLY (Cont.)							
Assemble 44' & 48' hub assembly	0-6	25	50	17	24	33	9
	7-12	52	87	32	75	38	16
	13+	28	33	33	51	50	6
Disassemble 540 hub assembly	0-6	17	54	4	24	38	8
	7-12	15	85	18	93	35	17
	13+	41	27	31	45	23	13
Assemble 540 hub assembly	0-6	26	50	8	25	20	10
	7-12	33	87	16	75	44	16
	13+	36	33	29	51	33	6
Adjust drag links	0-6	61	55	41	24	63	8
	7-12	63	89	47	93	81	16
	13+	70	27	55	44	77	13
Adjust pitch change links	0-6	60	51	52	25	70	10
	7-12	78	86	49	73	88	16
	13+	82	33	79	52	100	6
Adjust trim tab	0-6	62	53	42	24	63	8
	7-12	78	85	64	92	88	17
	13+	81	27	73	45	85	13
Adjust 44' rotor counterweights	0-6	20	50	4	24	0	10
	7-12	14	87	20	75	25	16
	13+	24	33	22	51	50	6
Adjust 48' rotor collective pitch worm-screw	0-6	13	54	8	24	25	8
	7-12	27	85	22	86	29	17
	13+	38	29	29	45	33	12
Remove blades	0-6	82	51	56	25	70	10
	7-12	91	85	78	73	93	15
	13+	85	33	43	52	100	6
Remove rotor assembly	0-6	78	54	54	24	75	8
	7-12	86	83	66	92	88	17
	13+	86	29	73	45	92	13
Install blades	0-6	84	51	56	25	67	9
	7-12	92	85	77	75	100	15
	13+	45	33	46	51	100	6
Install rotor assembly	0-6	72	54	54	24	88	8
	7-12	82	81	67	94	94	17
	13+	86	28	71	45	92	13
160. STABILIZER BAR							
Disassemble	0-6	30	50	12	25	30	10
	7-12	45	85	28	75	50	16
	13+	42	30	46	52	33	6
Repair	0-6	17	53	4	23	13	8
	7-12	26	86	11	88	24	17
	13+	27	26	16	45	8	13
Assemble	0-6	30	50	12	25	30	10
	7-12	33	87	28	75	50	16
	13+	41	33	36	52	33	6
Balance	0-6	2	53	4	23	0	8
	7-12	8	85	7	96	6	17
	13+	27	26	7	44	8	13
Rig to flight controls	0-6	45	49	32	24	50	10
	7-12	60	86	51	73	69	16
	13+	58	33	68	52	50	6
Service	0-6	42	53	33	23	25	8
	7-12	47	80	41	86	47	17
	13+	46	26	48	44	62	13
Obtain serviceable replacement	0-6	45	47	4	23	20	10
	7-12	52	87	33	73	63	16
	13+	48	33	46	52	33	6

(Continued)

		[illegible]					
		[illegible]		[illegible]		[illegible]	
Task	Number of Years Maintenance Experience	Percent Performing or Assisting	Number of [illegible] Reporting	Percent Performing or Assisting	Number of [illegible] Reporting	Percent Performing or Assisting	Number of [illegible] Reporting
265. STABILIZER BAR (Cont.)							
Package	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Remove	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Install	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
266. STABILIZER BAR DAMPERS							
Rig to flight controls	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Service	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Check timing of hubs	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Obtain serviceable replacement	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Package	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Remove	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Install	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
267. DYNAMIC [illegible]							
Adjust	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Obtain serviceable replacement	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Package	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Remove	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Install	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
268. SCISSORS AND SLEEVE ASSEMBLY							
Disassemble	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Repair	0-6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	7-12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	13+	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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		Organizational Personnel				DS and GS Personnel	
		Line Mechanic		Crew Chief		Shop Mechanic	
Task	Months of [illegible] Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
[illegible] (Cont.)							
[illegible]	0-6	64	50	25	25	30	20
	7-12	61	80	43	75	40	26
	13+	[illegible]	31	54	52	50	6
[illegible]	0-6	40	34	59	24	38	6
	7-12	48	86	81	85	41	17
	13+	54	26	64	44	46	13
[illegible]	0-6	31	45	25	25	10	10
	7-12	51	87	41	75	25	26
	13+	32	33	48	52	0	6
[illegible]	0-6	41	34	25	24	50	6
	7-12	14	84	44	86	53	17
	13+	19	26	40	43	45	13
[illegible]	0-6	24	49	8	25	10	10
	7-12	61	87	23	75	40	15
	13+	82	33	23	52	33	6
[illegible]	0-6	[illegible]	34	21	24	25	6
	7-12	48	85	36	84	63	17
	13+	30	26	34	44	54	13
[illegible]	0-6	27	49	13	24	10	10
	7-12	43	84	32	74	27	15
	13+	34	57	29	52	17	6
[illegible]	0-6	29	53	13	24	23	6
	7-12	86	48	25	85	35	17
	13+	38	26	25	44	23	13
[illegible]	0-6	74	31	56	25	50	10
	7-12	85	88	63	75	67	15
	13+	88	32	96	53	83	6
[illegible]	0-6	70	34	86	24	88	6
	7-12	83	84	[illegible]	83	82	17
	13+	61	23	91	45	77	13
[illegible]							
[illegible]	0-6	41	57	18	24	20	33
	7-12	43	[illegible]	24	77	13	16
	13+	32	53	57	52	33	6
[illegible]	0-6	41	24	14	24	34	6
	7-12	47	88	32	84	35	17
	13+	37	26	84	43	54	13
[illegible]	0-6	20	30	22	23	10	10
	7-12	33	85	19	75	6	15
	13+	54	32	26	50	0	6
[illegible]	0-6	36	34	17	24	14	7
	7-12	33	85	20	84	35	17
	13+	27	26	27	44	8	12
[illegible]	0-6	43	31	26	25	27	10
	7-12	94	88	43	75	63	24
	13+	24	32	47	51	55	6
[illegible]	0-6	28	34	30	24	23	6
	7-12	11	82	63	85	35	17
	13+	45	26	61	44	60	13
[illegible]	0-6	15	30	24	23	0	10
	7-12	60	85	33	74	10	19
	13+	18	32	41	48	17	6
[illegible]	0-6	31	34	29	24	34	6
	7-12	12	84	33	82	26	17
	13+	30	26	36	42	31	13

(Continued)

Task	Months of Army Maintenance Experience	Organizational Personnel: Shop Mechanic: Percent Performing or Assisting	Organizational Personnel: Shop Mechanic: Number of ETNCOs Reporting	Organizational Personnel: Crew Chief: Percent Performing or Assisting	Organizational Personnel: Crew Chief: Number of ETNCOs Reporting	DS and GS Personnel: Shop Mechanic: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanic: Number of ETNCOs Reporting
169. SWASHPLATE & SUPPORT ASSEMBLY (Cont.)							
Package	0-6	20	61	12	23	37	10
	7-12	44	89	17	75	25	13
	13+	42	33	24	51	17	9
Remove	0-6	61	54	21	24	73	8
	7-12	78	81	53	93	71	17
	13+	70	27	48	42	85	13
Install	0-6	56	50	36	25	70	10
	7-12	83	90	59	73	86	15
	13+	78	33	55	51	67	9
170. COLLECTIVE LEVERS							
Disassemble	0-6	41	54	25	24	50	8
	7-12	80	86	28	95	41	17
	13+	44	27	41	49	46	13
*Repair (any one)		A B	A B	A B	A B	A B	A B
	0-6	53 50	54 50	13 4	24 25	63 6	8 10
	7-12	77 25	85 87	17 11	86 73	12 13	17 10
	13+	18 56	26 33	19 20	44 51	15 17	13 6
Assemble	0-6	43	54	11	24	38	8
	7-12	94	85	34	85	47	17
	13+	50	26	40	45	54	13
Service (B & D Models only)	0-6	26	51	24	23	28	10
	7-12	50	86	50	74	40	13
	13+	52	33	57	51	47	9
Adjust (any one) (B & D Models only)	0-6	30	54	11	23	13	8
	7-12	41	85	30	24	40	17
	13+	51	26	33	41	54	13
Obtain serviceable replacement (any one)	0-6	26	50	8	23	20	10
	7-12	45	84	31	75	40	13
	13+	55	73	33	51	38	9
Remove (any one)	0-6	50	54	29	24	57	8
	7-12	78	85	53	93	65	17
	13+	63	27	33	40	92	13
Install (any one)	0-6	43	50	21	23	34	10
	7-12	76	90	44	73	90	15
	13+	72	33	36	51	67	9
171. ANTI-DRIVE LINK ASSEMBLY ("C" Model only)							
Obtain serviceable replacement	0-6	8	53	4	22	17	8
	7-12	20	84	3	95	25	17
	13+	17	25	14	44	7	13
Package	0-6	4	50	4	23	11	10
	7-12	11	86	4	73	6	15
	13+	22	32	12	50	7	7
Remove	0-6	13	53	0	22	17	8
	7-12	22	84	12	86	25	16
	13+	21	25	19	44	25	13
Install	0-6	13	51	8	22	10	10
	7-12	22	88	8	73	13	15
	13+	36	32	16	50	50	9
172. TAIL ROTOR ASSEMBLY							
Balance	0-6	6	54	4	23	8	8
	7-12	11	85	5	86	14	17
	13+	17	26	14	42	6	13

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(Continued)

Task	Months of 67N Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing or Assisting	Organizational Personnel: Shop Mechanics: Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
272. TAIL ROTOR ASSEMBLY (Cont.)							
Make operational check	0-6	31	40	49	25	30	10
	7-12	38	87	69	75	73	15
	13+	61	33	74	50	67	8
Obtain serviceable replacement	0-6	24	54	21	24	13	8
	7-12	31	83	35	95	53	17
	13+	42	26	33	43	38	13
Package	0-6	18	40	8	25	0	10
	7-12	11	87	17	74	23	16
	13+	39	33	17	51	0	5
Purge	0-6	31	54	40	24	25	8
	7-12	17	84	41	95	41	17
	13+	46	25	61	44	46	13
Service	0-6	10	40	40	25	20	10
	7-12	36	87	65	75	53	15
	13+	76	33	74	50	63	8
Track	0-6	72	54	71	24	75	8
	7-12	96	84	88	95	94	17
	13+	82	27	76	46	92	13
Troubleshoot	0-6	39	40	56	25	0	10
	7-12	44	86	61	73	38	16
	13+	50	32	46	50	17	6
Adjust pitch change links	0-6	70	55	63	24	75	8
	7-12	82	83	73	96	88	17
	13+	93	27	80	44	85	13
Repair blades	0-6	10	40	8	25	0	10
	7-12	15	87	16	74	0	16
	13+	21	33	16	51	0	6
Assemble hub assembly	0-6	37	54	33	24	38	8
	7-12	11	83	21	95	53	17
	13+	35	26	16	44	23	13
Disassemble hub assembly	0-6	31	40	24	25	30	10
	7-12	21	86	32	74	6	16
	13+	30	33	43	51	0	6
Repair hub assembly	0-6	[illegible]	53	8	24	38	8
	7-12	[illegible]	83	[illegible]	[illegible]	24	17
	13+	17	26	19	43	0	13
Rig to tail rotor controls	0-6	40	40	44	25	30	10
	7-12	57	87	64	73	81	16
	13+	75	33	73	50	50	6
Remove blades	0-6	45	53	11	24	50	8
	7-12	51	85	34	95	53	17
	13+	58	26	27	43	80	13
Remove tail rotor assembly	0-6	65	55	31	24	47	10
	7-12	76	86	73	73	33	15
	13+	84	32	56	51	100	6
Install blades	0-6	17	53	13	24	38	8
	7-12	35	85	34	95	63	17
	13+	58	26	27	43	38	13
Install tail rotor assembly	0-6	60	55	12	25	40	10
	7-12	70	86	60	73	93	15
	13+	74	32	46	51	100	6
273. [illegible]							
Repair	0-6	[illegible]	55	[illegible]	25	25	8
	7-12	10	87	20	75	6	17
	13+	17	33	30	43	15	13

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanic		Crew Chief		Shop Mechanic	
Task	Months of [illegible] Maintenance Experience	Percent Performing or Assisting	Number of [illegible] Reporting	Percent Performing or Assisting	Number of [illegible] Reporting	Percent Performing or Assisting	Number of [illegible] Reporting
173. INSTRUMENT PANEL Obtain serviceable replacement	0-6 7-12 13+	11 14 15	36 87 33	12 20 17	25 73 32	30 13 17	12 23 4
Remove	0-6 7-12 13+	11 14 14	34 86 29	4 7 14	23 84 44	13 4 13	8 17 13
Install	0-6 7-12 13+	14 15 12	36 88 33	12 26 13	25 73 32	30 19 17	13 24 4
174. FREE AIR TEMPERATURE INDICATOR Obtain serviceable replacement	0-6 7-12 13+	6 5 7	34 86 29	8 10 4	24 87 45	1 6 9	8 17 13
Remove	0-6 7-12 13+	8 9 12	36 87 33	4 3 13	25 73 32	20 8 35	12 25 4
Install	0-6 7-12 13+	6 6 11	34 86 29	8 14 9	23 84 44	13 14 15	8 17 13
175. PILOT ATTITUDE INDICATOR		A B	A B	A B	A B	A B	A B
*Adjust	0-6 7-12 13+	4 8 5 6 3 10	33 36 87 88 29 33	4 8 10 14 9 18	24 25 87 74 43 32	11 8 6 8 9 17	8 12 17 25 13 4
Obtain serviceable replacement	0-6 7-12 13+	6 10 14	34 86 28	12 21 7	24 84 44	7 14 23	8 17 13
Troubleshoot	0-6 7-12 13+	6 5 12	36 88 33	20 18 27	25 74 32	3 9 17	12 24 4
Remove	0-6 7-12 13+	11 18 28	34 86 29	21 59 36	24 85 44	25 25 38	8 17 13
Install	0-6 7-12 13+	16 18 34	37 88 33	20 57 50	25 75 32	20 25 50	10 25 4
176. COPILOT ATTITUDE INDICATOR Adjust	0-6 7-12 13+	3 1 3	34 87 29	0 11 7	24 85 44	0 8 0	8 17 13
Obtain serviceable replacement	0-6 7-12 13+	3 14 30	35 88 33	16 21 37	25 75 32	10 0 50	10 24 4
Troubleshoot	0-6 7-12 13+	3 1 7	34 86 29	3 14 9	24 84 43	0 6 8	8 17 13
Remove	0-6 7-12 13+	3 10 36	36 88 33	12 34 42	25 73 30	20 4 50	10 24 4
Install	0-6 7-12 13+	4 11 21	34 86 29	8 20 14	24 84 43	38 29 38	8 17 13

(Continued)

		Organizational Personnel				FS and SS Personnel	
		Shop Mechanics		Line Crew		Shop Mechanics	
Task	Number of Years Maintenance Experience	Percent Performing or Reporting	Number of E7N20s Reporting	Percent Performing or Reporting	Number of E7N20s Reporting	Percent Performing or Reporting	Number of E7N20s Reporting
177. TURN AND SLIP INDICATOR							
Obtain serviceable replacement	0-6	9	50	4	25	10	10
	7-12	6	84	11	75	6	16
	13+	13	31	17	52	17	6
Remove	0-6	0	54	0	24	13	8
	7-12	5	87	16	96	16	17
	13+	10	29	13	43	15	13
Install	0-6	2	50	4	25	10	10
	7-12	6	84	20	75	13	16
	13+	13	30	17	52	17	6
178. VERTICAL VELOCITY INDICATOR							
Adjust	0-6	2	54	0	24	0	8
	7-12	6	87	10	96	0	17
	13+	0	29	0	42	0	13
Obtain serviceable replacement	0-6	0	50	4	25	10	10
	7-12	7	84	7	75	0	16
	13+	7	31	13	52	33	6
Remove	0-6	2	54	0	24	13	8
	7-12	6	86	7	96	0	17
	13+	3	29	14	44	15	13
Install	0-6	0	50	4	25	10	10
	7-12	7	83	5	75	0	16
	13+	0	31	15	52	33	6
179. AIRSPEED INDICATOR							
[illegible]	0-6	2	54	4	24	25	8
	7-12	7	86	14	97	0	17
	13+	4	29	23	44	15	13
Obtain serviceable replacement	0-6	10	50	4	25	40	10
	7-12	5	83	24	75	6	16
	13+	0	31	21	52	33	6
Troubleshoot	0-6	4	54	4	24	13	8
	7-12	7	85	13	96	6	17
	13+	7	29	23	43	0	13
Remove	0-6	4	50	4	25	10	10
	7-12	10	84	51	75	0	16
	13+	19	31	37	52	33	6
Install	0-6	4	54	17	24	38	8
	7-12	14	93	18	96	15	17
	13+	21	29	27	44	38	13
180. ALTIMETER							
Adjust	0-6	2	50	4	25	0	10
	7-12	7	85	10	75	0	16
	13+	0	33	21	52	17	6
Obtain serviceable replacement	0-6	2	54	4	24	13	8
	7-12	6	84	11	97	0	17
	13+	7	29	16	43	15	13
Troubleshoot	0-6	2	50	4	25	0	10
	7-12	1	84	11	75	0	16
	13+	0	31	17	52	0	6
Remove	0-6	4	54	4	24	25	8
	7-12	11	84	11	96	12	17
	13+	4	29	17	43	31	13
Install	0-6	2	50	4	25	10	10
	7-12	11	84	11	75	10	16
	13+	21	31	21	52	17	6

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Crew Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
181. OMNI INDICATOR							
Obtain serviceable replacement	0-6	2	34	0	24	6	8
	7-12	3	67	5	66	6	17
	13+	0	29	2	43	0	13
Remove	0-6	2	30	8	25	0	10
	7-12	5	66	4	73	0	19
	13+	6	33	10	52	0	6
Install	0-6	2	34	0	24	13	8
	7-12	5	66	3	67	12	17
	13+	3	29	7	42	0	13
182. RADIO MAGNETIC COMPASS INDICATOR							
Obtain serviceable replacement	0-6	2	30	8	25	0	10
	7-12	2	60	6	73	0	19
	13+	3	33	14	51	0	6
Remove	0-6	2	34	0	24	13	8
	7-12	3	67	7	67	12	17
	13+	3	29	5	40	8	13
Install	0-6	4	32	3	25	47	10
	7-12	2	64	5	74	5	21
	13+	6	32	19	50	0	6
183. STANDBY COMPASS							
Service by addition of fluid	0-6	2	33	0	23	0	8
	7-12	2	67	2	66	6	17
	13+	3	29	2	43	7	13
Compensate	0-6	4	30	4	25	0	10
	7-12	5	66	3	73	0	21
	13+	9	33	27	52	0	6
Obtain serviceable replacement	0-6	4	34	0	24	0	8
	7-12	5	66	4	67	0	18
	13+	0	29	7	44	8	17
Remove	0-6	6	30	8	25	0	10
	7-12	6	66	7	74	13	26
	13+	9	33	18	51	0	6
Install	0-6	6	34	8	24	23	8
	7-12	6	66	6	66	0	19
	13+	0	29	7	44	8	13
184. CLOCK							
Adjust	0-6	8	30	20	25	0	10
	7-12	6	66	31	72	0	18
	13+	11	33	39	51	33	6
Obtain serviceable replacement	0-6	3	34	22	23	0	8
	7-12	11	67	21	64	12	18
	13+	7	29	65	44	8	13
Remove	0-6	26	31	29	24	30	10
	7-12	29	66	60	70	44	18
	13+	42	33	57	51	67	6
Install	0-6	11	34	36	24	13	8
	7-12	22	66	53	64	20	17
	13+	15	29	72	46	38	13
185. GAS PRODUCER (N1) TACHOMETER							
Test	0-6	6	30	4	23	0	10
	7-12	5	67	7	73	0	19
	13+	6	33	13	52	0	6
Obtain serviceable replacement	0-6	7	34	0	24	23	8
	7-12	3	67	11	66	5	17
	13+	10	29	14	43	0	13

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20 Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
185. GAS PRODUCER (N1) TACHOMETER (Cont.)							
Troubleshoot	0-6	0	49	8	25	0	10
	7-12	8	87	12	75	0	16
	13+	16	33	19	52	0	6
Remove	0-6	11	54	0	24	38	8
	7-12	14	86	14	97	12	17
	13+	11	28	19	45	8	13
Install	0-6	12	51	12	25	20	10
	7-12	15	86	20	75	13	16
	13+	18	33	19	52	0	6
186. DUAL TACHOMETER							
Obtain serviceable replacement	0-6	4	54	8	24	0	8
	7-12	10	87	17	95	6	17
	13+	21	29	27	45	0	13
Troubleshoot	0-6	6	50	12	25	10	10
	7-12	7	86	11	75	0	16
	13+	18	33	21	52	0	6
Remove	0-6	9	54	4	24	13	8
	7-12	15	86	23	93	18	17
	13+	20	27	52	45	8	13
Install	0-6	12	51	12	25	10	10
	7-12	14	86	16	75	25	16
	13+	30	33	23	52	0	6
187. TORQUE METER INDICATOR							
Obtain serviceable replacement	0-6	11	54	4	24	25	8
	7-12	11	87	11	96	12	17
	13+	14	29	10	46	0	13
Troubleshoot	0-6	6	50	4	25	0	10
	7-12	10	86	12	75	7	16
	13+	12	33	13	52	17	6
Remove	0-6	11	54	13	24	38	8
	7-12	17	86	12	97	18	17
	13+	28	29	18	45	15	13
Install	0-6	10	51	8	25	0	10
	7-12	14	86	10	75	0	16
	13+	30	33	23	52	0	6
188. GENERATOR LOADMETER							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	3	87	4	95	6	17
	13+	0	29	0	46	0	13
Troubleshoot	0-6	2	50	12	25	0	10
	7-12	7	85	11	75	7	16
	13+	12	33	25	52	0	6
Remove	0-6	2	54	0	24	13	8
	7-12	3	86	5	96	12	17
	13+	7	28	9	45	8	13
Install	0-6	2	50	4	25	0	10
	7-12	4	86		75	0	16
	13+	10	33	12	52	0	6
189. DC VOLTMETER							
Obtain serviceable replacement	0-6	2	54	7	24	0	8
	7-12	0	87	7	96	0	17
	13+	0	29	4	46	0	13

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
189. DC VOLTMETER (Cont.)							
Troubleshoot	0-6	4	50	12	25	0	10
	7-12	8	88	12	75	0	16
	13+	12	33	15	52	0	6
Remove	0-6	2	54	0	24	25	8
	7-12	7	86	10	97	0	17
	13+	4	28	4	45	15	13
Install	0-6	2	50	4	25	10	10
	7-12	10	88	7	75	6	16
	13+	15	33	15	52	0	6
190. AC VOLTMETER							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	3	87	3	95	0	17
	13+	[illegible]	29	4	46	0	12
Troubleshoot	0-6	4	50	12	25	0	10
	7-12	7	87	11	75	0	16
	13+	9	33	15	52	0	6
Remove	0-6	2	54	0	24	25	8
	7-12	6	86	7	96	0	17
	13+	4	28	4	45	15	13
Install	0-6	4	50	4	25	10	10
	7-12	7	87	8	75	6	16
	13+	12	33	12	51	0	6
191. TRANSMISSION & ENGINE OIL PRESSURE INDICATORS							
Obtain serviceable replacement	0-6	7	54	8	24	13	8
	7-12	17	87	14	96	12	17
	13+	28	29	22	46	8	13
Troubleshoot	0-6	8	51	12	25	0	10
	7-12	14	87	14	74	6	16
	13+	18	33	27	52	0	6
Remove	0-6	13	54	13	24	25	8
	7-12	28	86	19	97	18	17
	13+	36	28	24	45	15	13
Install	0-6	6	51	4	25	0	10
	7-12	19	87	21	75	13	16
	13+	33	33	31	52	17	6
192. TRANSMISSION & ENGINE OIL TEMPERATURE INDICATORS							
Obtain serviceable replacement	0-6	4	54	4	24	13	8
	7-12	12	86	14	96	6	17
	13+	24	29	7	46	15	13
Remove	0-6	8	51	4	25	10	10
	7-12	14	88	12	74	0	15
	13+	23	31	31	52	17	6
Install	0-6	9	54	4	24	13	8
	7-12	20	86	15	97	18	17
	13+	25	28	11	45	23	13
193. EXHAUST TEMPERATURE INDICATOR							
Test	0-6	6	50	4	25	0	10
	7-12	6	88	7	74	6	16
	13+	15	33	19	52	0	6
Obtain serviceable replacement	0-6	11	54	0	24	25	8
	7-12	11	85	13	96	6	17
	13+	17	29	17	46	8	13
Troubleshoot	0-6	8	50	8	25	0	10
	7-12	8	87	13	75	19	16
	13+	15	33	21	52	17	6

(Continued)

Task	Months of OH-6 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
193. EXHAUST TEMPERATURE INDICATOR (Cont.)							
Remove	0-6	13	54	0	24	50	8
	7-12	17	86	13	96	18	17
	13+	18	28	18	45	15	13
Install	0-6	10	50	4	25	10	10
	7-12	16	88	19	75	38	16
	13+	33	33	25	52	0	6
194. FUEL PRESSURE INDICATOR							
Test	0-6	11	54	4	24	13	8
	7-12	10	87	12	97	6	17
	13+	7	29	18	45	5	13
Obtain serviceable replacement	0-6	6	50	8	25	0	10
	7-12	15	88	15	75	6	16
	13+	12	33	16	51	17	6
Troubleshoot	0-6	11	54	0	24	0	8
	7-12	9	86	9	96	0	17
	13+	11	28	11	45	0	13
Remove	0-6	6	50	4	25	10	10
	7-12	17	88	16	75	31	16
	13+	21	33	19	52	17	6
Install	0-6	9	53	0	24	25	8
	7-12	19	86	15	96	6	17
	13+	14	28	18	44	15	13
195. FUEL QUANTITY INDICATOR							
Test	0-6	8	50	24	25	10	10
	7-12	13	87	17	75	0	16
	13+	18	33	33	52	33	6
Obtain serviceable replacement	0-6	7	52	8	24	25	8
	7-12	20	87	10	97	12	17
	13+	21	29	17	46	8	13
Troubleshoot	0-6	8	50	12	25	10	10
	7-12	10	88	12	75	0	16
	13+	15	33	21	52	0	5
Remove	0-6	13	53	8	24	38	8
	7-12	15	86	16	96	18	17
	13+	25	28	20	45	15	13
Install	0-6	8	50	16	25	30	10
	7-12	17	87	13	75	25	16
	13+	25	32	25	52	33	6
196. PITOT TUBE							
Obtain serviceable replacement	0-6	19	54	8	24	13	8
	7-12	16	87	14	96	6	17
	13+	10	29	17	46	8	12
Remove	0-6	22	51	16	25	0	10
	7-12	33	88	24	75	44	16
	13+	36	33	23	52	17	6
Install	0-6	20	54	13	24	25	8
	7-12	19	86	16	97	18	17
	13+	21	28	24	46	23	13
197. PITOT STATIC SYSTEM							
Purge	0-6	6	50	4	25	0	10
	7-12	6	88	11	75	0	16
	13+	18	33	16	51	0	6
Troubleshoot	0-6	7	54	13	24	0	8
	7-12	7	87	21	97	12	17
	13+	3	29	22	46	8	13

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of Unit Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
198. HEATER CONTROL PANEL							
Disassemble	0-6	2	50	4	25	0	10
	7-12	2	88	1	75	0	16
	13+	6	33	8	51	0	6
Repair	0-6	2	54	0	24	0	8
	7-12	2	87	4	96	0	17
	13+	3	29	2	46	0	13
Assemble	0-6	2	50	4	25	0	10
	7-12	1	86	1	75	0	16
	13+	3	33	8	50	0	6
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	86	3	96	0	17
	13+	5	29	2	45	0	13
Troubleshoot	0-6	6	50	4	25	0	10
	7-12	1	87	1	75	0	16
	13+	3	33	6	50	0	6
Remove	0-6	4	54	8	24	13	8
	7-12	3	86	8	97	0	17
	13+	4	28	2	45	8	13
Install	0-6	2	50	4	35	0	10
	7-12	1	87	1	73	0	16
	13+	6	32	8	50	17	6
199. HEATING & BLEED AIR SEPARATOR VALVE CONTROL							
Disassemble	0-6	2	54	8	24	0	8
	7-12	3	87	3	96	0	17
	13+	3	29	2	44	0	13
Repair	0-6	2	50	4	25	0	10
	7-12	1	88	1	75	0	16
	13+	6	33	4	51	0	6
Assemble	0-6	2	54	8	24	0	8
	7-12	2	86	3	95	0	17
	13+	4	29	2	45	0	13
Adjust	0-6	2	50	4	25	0	10
	7-12	2	87	1	75	0	16
	13+	0	33	6	51	0	6
Obtain serviceable replacement	0-6	2	54	4	24	0	8
	7-12	1	86	3	95	0	17
	13+	4	24	2	45	8	13
Troubleshoot	0-6	2	50	4	25	0	10
	7-12	2	88	1	75	0	16
	13+	6	33	4	51	0	6
Remove	0-6	4	54	8	24	0	8
	7-12	2	86	5	95	0	17
	13+	7	28	1	43	6	13
Install	0-6	2	50	4	25	0	10
	7-12	5	88	1	75	0	16
	13+	6	33	4	51	0	6
200. CABIN FLOOR REGISTERS AND DUCTS							
Obtain serviceable replacement	0-6	2	53	4	24	0	8
	7-12	5	86	6	95	0	17
	13+	3	29	8	46	0	13
Repair	0-6	4	50	8	25	0	10
	7-12	3	88	7	74	0	16
	13+	9	33	10	52	0	6
Remove	0-6	7	54	8	24	15	8
	7-12	10	86	11	95	6	17
	13+	7	28	[illegible]	45	6	13

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
200. CABIN FLOOR REGISTERS AND DUCTS (Cont.)							
Install	0-6	8	50	12	25	15	10
	7-12	10	87	7	74	13	16
	13+	9	33	12	51	0	6
201. CABIN AIR VALVES							
Obtain serviceable replacement	0-6	2	54	4	24	13	8
	7-12	3	87	4	95	6	17
	13+	3	29	4	46	0	13
Remove	0-6	4	50	4	25	10	10
	7-12	2	88	8	75	0	16
	13+	6	33	8	50	17	6
Install	0-6	2	54	4	24	13	8
	7-12	3	86	8	96	0	16
	13+	4	28	9	45	0	13
202. HOT AIR MIXING VALVE							
Disassemble	0-6	2	50	4	25	0	10
	7-12	0	88	4	74	0	16
	13+	0	33	4	51	0	6
Assemble	0-6	4	54	0	24	13	8
	7-12	1	87	2	95	0	17
	13+	3	29	2	45	0	13
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	1	88	4	74	0	16
	13+	0	33	4	51	0	6
Remove	0-6	4	54	0	24	25	8
	7-12	1	86	1	95	0	17
	13+	4	28	2	44	0	13
Install	0-6	2	50	4	25	0	10
	7-12	2	87	4	74	0	16
	13+	3	33	4	51	0	6
203. NOISE SUPPRESSORS							
Repair	0-6	4	54	0	24	0	8
	7-12	1	87	3	95	0	17
	13+	0	28	2	45	15	13
Obtain serviceable replacement	0-6	4	50	4	25	0	10
	7-12	5	88	4	74	6	16
	13+	0	33	4	51	0	6
Remove	0-6	4	54	8	24	0	8
	7-12	5	86	4	95	6	17
	13+	0	27	2	44	8	13
Install	0-6	4	50	4	25	0	10
	7-12	6	88	5	75	6	16
	13+	3	33	6	51	0	0
204. HEATER BLEED AIR SELECTOR VALVE							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	1	95	0	16
	13+	3	29	2	45	0	13
Troubleshoot	0-6	0	50	4	25	0	10
	7-12	3	88	3	75	0	16
	13+	3	33	2	51	0	6
Remove	0-6	2	54	0	24	13	8
	7-12	2	86	1	96	0	16
	13+	7	28	2	44	0	13
Install	0-6	0	50	4	25	0	10
	7-12	3	88	1	74	0	16
	13+	6	33	2	51	0	6

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel: Shop Mechanics: Percent Performing or Assisting	Organizational Personnel: Shop Mechanics: Number of 67N20s Reporting	Organizational Personnel: Crew Chiefs: Percent Performing or Assisting	Organizational Personnel: Crew Chiefs: Number of 67N20s Reporting	DS and GS Personnel: Shop Mechanics: Percent Performing or Assisting	DS and GS Personnel: Shop Mechanics: Number of 67N20s Reporting
205. FOUR WAY CONTROL VALVE SOLENOID							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	4	96	0	17
	13+	4	28	2	45	0	13
Troubleshoot	0-6	0	50	4	25	0	10
	7-12	5	88	1	75	0	16
	13+	3	33	2	51	0	6
Remove	0-6	2	54	0	24	13	8
	7-12	2	86	3	95	0	17
	13+	7	27	2	44	8	13
Install	0-6	0	50	4	25	0	10
	7-12	5	88	3	75	0	16
	13+	9	33	2	51	0	6
206. BLEED AIR FOUR WAY CONTROL VALVE							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	5	95	0	17
	13+	4	28	2	45	0	13
Troubleshoot	0-6	0	50	4	25	0	10
	7-12	3	88	5	75	0	16
	13+	6	33	2	51	0	6
Remove	0-6	4	54	0	24	0	8
	7-12	2	86	4	96	0	17
	13+	7	27	2	44	0	13
Install	0-6	0	50	4	25	0	10
	7-12	3	88	3	75	0	16
	13+	9	33	2	51	0	6
207. DEFROSTER CONTROL VALVE							
Obtain serviceable replacement	0-6	4	54	0	24	0	8
	7-12	2	87	1	95	0	17
	13+	0	29	2	45	0	13
Remove	0-6	0	50	0	25	0	10
	7-12	3	88	1	75	0	16
	13+	6	33	4	51	0	6
Install	0-6	2	54	0	24	0	8
	7-12	2	86	2	96	0	17
	13+	4	28	2	44	0	13
208. DEFROSTER NOZZLES							
Repair	0-6	0	50	0	25	0	10
	7-12	1	86	1	75	0	16
	13+	3	33	2	51	0	6
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	2	95	0	17
	13+	0	29	4	45	0	13
Remove	0-6	0	50	0	25	0	10
	7-12	6	88	1	75	0	16
	13+	6	33	2	50	0	6
Install	0-6	2	54	0	24	13	8
	7-12	2	86	2	96	6	17
	13+	0	27	7	44	0	13
209. FOOT WARMER CONTROL							
Repair	0-6	0	50	0	25	0	10
	7-12	2	88	1	75	0	16
	13+	3	33	4	51	0	6
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	2	96	0	17
	13+	0	29	0	45	0	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
209. FOOT WARMER CONTROL (Cont.)							
Remove	0-6	0	50	0	25	0	10
	7-12	3	88	3	75	0	16
	13+	6	33	4	50	0	6
Install	0-6	2	54	0	24	0	8
	7-12	2	86	2	95	0	17
	13+	0	28	0	44	0	13
210. FOOT WARMER VALVE							
Rig	0-6	0	50	0	25	0	10
	7-12	2	88	1	74	0	16
	13+	3	33	4	51	0	6
Obtain serviceable replacement	0-6	2	53	0	24	0	7
	7-12	1	87	2	95	0	17
	13+	0	29	0	44	0	13
Remove	0-6	0	50	0	25	0	10
	7-12	2	88	1	74	0	16
	13+	6	33	4	50	0	6
Install	0-6	2	53	0	24	0	7
	7-12	1	86	2	94	0	17
	13+	0	28	0	43	0	13
211. FIRE DETECTOR SYSTEM							
Disassemble	0-6	18	49	12	25	0	10
	7-12	15	88	16	74	19	16
	13+	27	33	29	51	0	6
Repair	0-6	13	54	0	24	25	8
	7-12	10	87	13	93	0	17
	13+	14	28	20	44	0	13
Assemble	0-6	21	48	16	25	0	10
	7-12	16	88	15	74	19	16
	13+	27	33	31	51	0	6
Test	0-6	15	54	21	24	25	8
	7-12	15	86	41	95	12	17
	13+	22	27	50	44	15	13
Obtain serviceable replacement	0-6	12	49	0	24	10	10
	7-12	23	88	18	74	6	16
	13+	25	32	22	51	17	6
Troubleshoot	0-6	11	54	0	24	25	8
	7-12	10	86	27	93	6	17
	13+	15	27	30	44	23	13
Remove	0-6	22	51	16	25	10	10
	7-12	26	88	27	75	25	16
	13+	41	32	29	51	50	6
Install	0-6	22	54	4	24	38	8
	7-12	24	84	17	93	31	16
	13+	15	27	23	43	38	13
212. WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES							
Obtain serviceable replacement	0-6	12	50	12	25	0	10
	7-12	20	87	21	75	6	16
	13+	16	32	27	51	33	6
Troubleshoot	0-6	6	52	17	23	25	8
	7-12	9	87	18	95	6	17
	13+	18	28	22	46	8	13
Remove	0-6	20	50	20	25	0	10
	7-12	31	87	28	75	31	16
	13+	24	33	31	51	20	6
Install	0-6	17	54	21	24	38	8
	7-12	16	86	29	94	18	17
	13+	33	27	29	45	31	13

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
213. WINDSHIELD WIPER BLADE AND ARM ASSEMBLIES							
Repair	0-6	14	50	12	25	0	10
	7-12	27	86	21	75	13	16
	13+	15	33	33	51	17	6
Adjust	0-6	20	54	21	24	38	8
	7-12	26	87	37	95	25	16
	13+	29	28	46	46	46	13
Obtain serviceable replacement	0-6	12	50	8	25	0	10
	7-12	30	86	28	75	6	16
	13+	25	52	41	51	50	6
Remove	0-6	30	54	17	24	50	8
	7-12	41	86	36	94	41	17
	13+	22	27	44	45	38	13
Install	0-6	22	50	16	25	10	10
	7-12	37	87	39	75	38	16
	13+	31	32	49	51	50	6
214. AIR SCOOP ASSEMBLIES							
Repair	0-6	4	54	0	24	0	8
	7-12	3	87	7	97	0	17
	13+	4	28	4	46	8	13
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	5	87	5	75	0	16
	13+	9	33	4	50	13	6
Remove	0-6	6	54	0	24	13	8
	7-12	3	86	7	96	0	17
	13+	4	27	7	45	8	13
Install	0-6	2	50	4	25	20	10
	7-12	5	87	7	75	0	16
	13+	9	33	4	50	17	6
215. AIR SCOOP PAN DRAIN TUBES							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	3	87	2	96	0	17
	13+	0	27	2	46	8	13
Remove	0-6	2	50	4	25	0	10
	7-12	5	87	3	75	0	16
	13+	13	32	4	51	0	6
Install	0-6	2	54	0	24	0	8
	7-12	3	86	5	97	0	17
	13+	0	27	2	45	8	13
216. AUXILIARY FUEL SYSTEM							
Disassemble	0-6	6	50	4	25	0	10
	7-12	6	86	3	75	6	16
	13+	6	33	2	51	0	6
Repair	0-6	6	54	8	24	13	8
	7-12	7	87	6	96	6	17
	13+	0	29	2	46	0	13
Assemble	0-6	6	50	4	25	0	6
	7-12	6	86	3	75	6	16
	13+	6	33	2	51	0	6
Service	0-6	6	54	0	24	25	8
	7-12	8	85	4	96	6	17
	13+	0	28	2	45	8	13
Obtain serviceable replacement	0-6	6	50	4	25	10	10
	7-12	6	86	3	75	0	16
	13+	9	33	4	51	0	6

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH 1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
216. AUXILIARY FUEL SYSTEM (Cont.)							
Troubleshoot	0-6	4	54	0	24	25	8
	7-12	3	86	9	97	6	17
	13+	0	28	4	45	8	13
Remove	0-6	8	50	4	25	10	10
	7-12	13	87	7	75	6	16
	13+	13	32	4	51	0	6
Install	0-6	7	54	8	24	25	8
	7-12	10	86	6	96	6	17
	13+	0	28	7	45	8	13
217. UNIVERSAL PYLON							
Disassemble	0-6	4	50	0	25	0	10
	7-12	6	86	7	75	6	16
	13+	12	33	8	51	0	6
Repair	0-6	2	54	4	24	0	8
	7-12	6	87	6	96	6	17
	13+	0	27	13	46	0	13
Assemble	0-6	4	50	0	25	0	10
	7-12	6	86	8	75	0	16
	13+	12	33	12	51	0	6
Adjust	0-6	2	54	4	24	0	8
	7-12	6	86	8	96	6	17
	13+	0	26	16	45	0	13
		A B	A B	A B	A B	A B	A B
*Obtain serviceable replacement	0-6	4 4	54 50	4 0	24 25	0 0	8 10
	7-12	6 7	86 86	7 5	97 75	6 0	17 16
	13+	7 9	27 33	9 16	44 51	0 0	13 6
Remove	0-6	4	54	8	24	0	8
	7-12	12	86	16	96	6	17
	13+	11	27	16	45	5	13
Install	0-6	6	50	0	25	0	10
	7-12	13	87	12	75	0	16
	13+	19	32	22	51	17	6
218. MASTER CAUTION PANEL							
Repair	0-6	6	53	0	23	0	8
	7-12	3	87	14	96	0	17
	13+	10	29	18	45	0	13
Obtain serviceable replacement	0-6	4	49	4	25	10	10
	7-12	12	86	15	74	13	16
	13+	6	33	20	50	33	6
Test	0-6	13	53	33	24	38	8
	7-12	16	86	46	96	12	17
	13+	14	28	42	45	8	13
Troubleshoot	0-6	6	49	20	25	10	10
	7-12	13	87	19	74	0	15
	13+	12	33	20	50	50	6
Remove	0-6	9	53	13	24	25	8
	7-12	12	86	18	96	6	17
	13+	18	28	37	43	8	13
Install	0-6	6	49	8	25	20	10
	7-12	14	86	18	74	27	15
	13+	9	33	20	50	33	6
219. BATTERY							
Disassemble	0-6	11	53	5	22	13	8
	7-12	10	77	9	93	19	16
	13+	8	26	12	43	8	13

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
219. BATTERY (Cont.)							
Repair	0-6	4	48	4	25	0	10
	7-12	8	86	11	74	0	16
	13+	12	33	8	50	0	6
Assemble	0-6	11	53	5	22	13	8
	7-12	8	76	11	94	20	15
	13+	8	26	12	43	8	13
Service	0-6	15	48	16	25	10	10
	7-12	22	87	35	74	6	16
	13+	36	33	43	51	33	6
Obtain serviceable replacement	0-6	30	53	14	22	25	8
	7-12	29	78	37	95	25	16
	13+	35	26	43	44	31	13
Troubleshoot	0-6	6	48	20	25	0	10
	7-12	14	87	22	74	6	16
	13+	31	32	33	49	0	6
Remove	0-6	80	54	74	23	88	8
	7-12	91	78	83	96	71	17
	13+	86	28	85	47	100	12
Install	0-6	74	50	76	25	50	10
	7-12	90	86	88	75	100	15
	[illegible]	91	32	86	50	100	6
220. BATTERY SUMP JAR							
Service	0-6	6	54	4	23	13	8
	7-12	6	86	8	95	6	17
	13+	7	29	13	46	8	13
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	6	87	5	75	0	16
	13+	3	33	4	50	17	6
Remove	0-6	9	54	0	23	13	8
	7-12	6	85	7	96	12	17
	13+	4	28	13	45	8	13
Install	0-6	10	51	8	25	0	10
	7-12	9	87	5	75	6	16
	13+	6	33	4	50	0	6
221. RELAYS							
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	7	87	3	95	6	17
	13+	10	29	13	46	0	13
Troubleshoot	0-6	0	50	4	25	0	10
	7-12	3	86	8	75	0	16
	13+	12	33	12	51	0	6
Remove	0-6	6	54	0	24	13	8
	7-12	8	86	5	96	12	17
	13+	14	28	16	45	0	13
Install	0-6	2	50	4	25	0	10
	7-12	7	87	9	75	6	16
	13+	21	33	12	51	0	6
222. MAIN GENERATOR							
Repair	0-6	6	54	0	24	0	8
	7-12	3	86	6	96	6	17
	13+	0	28	7	46	0	12
Obtain serviceable replacement	0-6	16	49	4	25	10	10
	7-12	19	85	11	75	6	16
	13+	27	33	14	51	50	6

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				GS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
222. MAIN GENERATOR (Cont.)							
Troubleshoot	0-6	6	54	0	24	0	8
	7-12	10	86	17	96	12	17
	13+	15	27	16	44	17	12
Remove	0-6	28	50	8	25	40	10
	7-12	47	87	25	75	73	15
	13+	44	32	29	51	83	6
Install	0-6	24	54	8	24	50	8
	7-12	52	86	32	97	71	17
	13+	36	28	35	46	67	12
223. STANDBY GENERATOR							
Repair	0-6	4	50	4	25	0	10
	7-12	2	86	5	75	0	16
	13+	9	33	6	50	0	6
Obtain serviceable replacement	0-6	4	54	0	23	13	8
	7-12	7	87	13	96	12	17
	13+	10	29	13	46	0	13
Troubleshoot	0-6	4	50	8	25	0	10
	7-12	9	86	8	15	0	16
	13+	15	33	18	50	0	6
Remove	0-6	6	54	0	23	25	8
	7-12	21	86	18	97	18	17
	13+	18	28	24	45	15	13
Install	0-6	12	50	8	25	10	10
	7-12	21	87	17	75	25	16
	13+	34	[illegible]	22	50	17	6
224. VOLTAGE REGULATOR							
Adjust	0-6	7	54	13	24	25	8
	7-12	20	87	28	97	24	17
	13+	24	29	38	47	0	13
Obtain serviceable replacement	0-6	4	50	12	25	0	10
	7-12	11	87	14	73	0	16
	13+	9	33	22	51	0	6
Troubleshoot	0-6	6	54	8	24	25	8
	7-12	10	86	18	96	6	17
	13+	18	28	23	47	0	13
Remove	0-6	12	50	20	25	0	10
	7-12	22	87	27	75	13	16
	13+	18	33	29	51	17	6
Install	0-6	11	54	17	24	50	8
	7-12	21	86	19	96	18	17
	13+	18	28	26	47	23	13
225. REVERSE CURRENT RELAY							
Obtain serviceable replacement	0-6	4	50	4	25	0	10
	7-12	2	87	8	75	0	16
	13+	3	33	8	51	0	6
Troubleshoot	0-6	4	54	8	24	0	8
	7-12	8	86	8	97	6	17
	13+	14	29	9	46	0	13
Remove	0-6	6	50	4	25	0	10
	7-12	5	88	9	75	0	16
	13+	6	33	8	51	0	6
Install	0-6	6	54	0	24	0	8
	7-12	8	85	5	96	6	17
	13+	18	28	7	45	0	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
226. GENERATOR FIELD CONTROL RELAY							
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	6	88	4	75	0	16
	13+	6	33	10	51	0	6
Troubleshoot	0-6	2	54	0	24	0	8
	7-12	3	87	6	97	6	17
	13+	3	29	11	46	0	13
Remove	0-6	2	50	4	25	0	10
	7-12	6	88	4	75	0	16
	13+	9	33	10	51	0	6
Install	0-6	2	54	0	24	0	8
	7-12	5	86	7	96	6	17
	13+	7	28	9	45	0	13
227. BUS CONTROL RELAY							
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	1	88	4	75	0	16
	13+	3	33	4	51	0	6
Troubleshoot	0-6	4	54	0	24	0	8
	7-12	5	87	5	97	0	17
	13+	3	29	9	46	0	13
Remove	0-6	2	50	4	25	0	10
	7-12	2	88	4	75	0	16
	13+	6	33	6	51	0	6
Install	0-6	4	54	0	24	0	8
	7-12	3	86	4	96	0	17
	13+	4	28	7	45	0	13
228. OVERVOLTAGE RELAY							
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	6	88	4	75	0	15
	13+	6	33	8	51	0	6
Troubleshoot	0-6	4	54	4	24	0	8
	7-12	2	87	7	96	0	17
	13+	7	29	4	46	0	13
Remove	0-6	2	50	4	25	0	10
	7-12	5	88	4	75	7	15
	13+	9	33	8	51	0	6
Install	0-6	2	54	0	24	13	8
	7-12	3	86	3	94	0	17
	13+	7	28	2	45	0	13
229. TRANSMISSION SIGHT GAUGE LIGHT							
Repair	0-6	6	50	8	25	0	10
	7-12	9	87	20	75	13	16
	13+	21	33	16	51	17	6
Obtain serviceable replacement	0-6	6	54	17	24	0	8
	7-12	15	87	17	96	0	17
	13+	14	28	17	46	23	13
Troubleshoot	0-6	6	50	8	25	0	10
	7-12	7	87	13	75	0	16
	13+	21	33	8	51	0	6
Remove	0-6	6	53	21	24	0	8
	7-12	14	86	13	94	0	17
	13+	19	27	22	46	23	13
Install	0-6	6	50	24	25	10	10
	7-12	15	88	25	75	6	16
	13+	25	32	22	51	0	5

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		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
230. INTERIOR LIGHTS							
Repair	0-6	7	54	22	23	25	8
	7-12	8	87	26	94	6	17
	13+	14	29	37	46	8	13
Obtain serviceable replacement	0-6	6	50	20	25	0	10
	7-12	10	88	40	75	0	16
	13+	[illegible]	33	39	51	17	6
Troubleshoot	0-6	6	54	17	23	25	8
	7-12	5	85	20	95	12	17
	13+	11	28	24	45	8	13
Remove	0-6	10	51	24	25	10	10
	7-12	10	88	39	75	0	16
	13+	21	33	37	51	17	6
Install	0-6	9	54	29	24	38	8
	7-12	15	86	37	94	6	17
	13+	18	28	51	45	15	13
231. NAVIGATION LIGHTS							
Repair	0-6	6	50	52	25	0	10
	7-12	15	87	41	73	6	16
	13+	21	33	49	51	17	6
Obtain serviceable replacement	0-6	11	54	36	22	25	8
	7-12	20	87	61	95	6	17
	13+	24	29	67	45	31	13
Troubleshoot	0-6	2	50	20	25	10	10
	7-12	10	88	41	74	6	16
	13+	24	33	40	50	17	6
Remove	0-6	[illegible]	54	45	22	50	8
	7-12	23	86	71	96	18	17
	13+	29	28	69	45	46	13
Install	0-6	10	50	52	25	20	10
	7-12	22	89	65	75	19	16
	13+	33	33	65	51	33	6
232. NAVIGATION LIGHT FLASHER		A B	A B	A B	A B	A B	A B
*Obtain serviceable replacement	0-6	4 0	54 50	18 8	22 25	25 0	8 10
	7-12	14 9	86 88	26 28	65 73	0 0	17 16
	13+	0 21	29 33	23 33	44 51	8 33	13 6
Troubleshoot	0-6	0	50	8	25	0	10
	7-12	9	88	29	73	0	16
	13+	18	33	25	51	17	6
Remove	0-6	7	54	22	23	25	8
	7-12	19	86	29	94	12	17
	13+	18	29	33	43	15	13
Install	0-6	0	50	8	25	0	10
	7-12	15	88	33	74	6	16
	13+	27	33	55	51	33	6
233. ANTI-COLLISION LIGHT		A B	A B	A B	A B	A B	A B
*Disassemble	0-6	13 12	54 50	33 12	24 25	25 0	8 10
	7-12	14 18	87 87	53 45	96 73	12 13	17 16
	13+	23 30	28 33	37 62	46 50	13 0	13 6
Repair	0-6	12	50	12	25	0	10
	7-12	18	87	50	74	13	16
	13+	30	33	49	51	17	6
Assemble	0-6	13	54	33	24	25	8
	7-12	17	86	57	95	12	17
	13+	26	27	57	46	15	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
233. ANTI-COLLISION LIGHT (Cont.)							
Obtain serviceable replacement	0-6	6	48	16	25	0	10
	7-12	21	87	60	75	25	16
	13+	45	33	71	51	33	6
Troubleshoot	0-6	11	54	26	[illegible]	25	8
	7-12	9	86	51	94	6	17
	13+	36	28	60	45	15	13
Remove	0-6	18	49	28	25	10	10
	7-12	27	86	76	74	56	16
	13+	55	33	80	51	33	6
Install	0-6	20	54	50	24	38	8
	7-12	33	86	75	95	35	17
	13+	46	28	74	47	38	13
234. LANDING LIGHT ASSEMBLY							
Disassemble	0-6	6	50	8	25	0	10
	7-12	8	88	21	75	0	16
	13+	21	33	32	50	17	6
Repair	0-6	4	54	8	24	13	8
	7-12	7	87	21	96	18	17
	13+	14	29	[illegible]	46	0	13
Assemble	0-6	6	50	8	25	0	10
	7-12	9	88	21	75	0	16
	13+	21	33	31	49	17	6
Adjust	0-6	7	54	4	24	0	8
	7-12	7	86	14	95	6	17
	13+	14	28	18	45	15	13
Obtain serviceable replacement	0-6	8	50	16	25	20	10
	7-12	14	88	35	75	6	16
	13+	27	33	47	51	0	6
Troubleshoot	0-6	7	54	13	24	0	8
	7-12	9	86	27	95	6	17
	13+	18	28	22	45	8	13
Remove	0-6	14	51	24	25	20	10
	7-12	20	88	45	75	19	16
	13+	44	32	43	51	0	6
Install	0-6	7	54	23	24	25	8
	7-12	20	86	41	95	18	17
	13+	46	28	42	45	15	13
235. SEARCH LIGHT ASSEMBLY							
Disassemble	0-6	6	50	12	25	0	10
	7-12	8	88	24	75	0	16
	13+	18	33	32	50	17	6
Repair	0-6	4	54	4	24	13	8
	7-12	6	87	13	96	0	17
	13+	10	29	17	46	0	13
Assemble	0-6	6	50	12	25	0	10
	7-12	8	88	24	75	6	16
	13+	18	33	32	50	17	6
Obtain serviceable replacement	0-6	7	54	8	24	25	8
	7-12	12	86	27	95	12	17
	13+	21	28	31	45	8	13
Troubleshoot	0-6	4	50	16	25	0	10
	7-12	9	88	28	75	13	16
	13+	21	33	37	51	0	6
Remove	0-6	6	54	13	24	25	8
	7-12	15	86	31	95	12	17
	13+	36	28	31	45	8	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
235. SEARCH LIGHT ASSEMBLY Install	0-6	12	51	24	25	10	10
	7-12	19	88	43	75	25	16
	13+	27	33	49	51	17	6
236. EXTERNAL POWER RECEPTACLE Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	3	87	5	96	0	17
	13+	0	29	7	46	0	13
Troubleshoot	0-6	0	50	4	25	0	10
	7-12	3	88	4	74	0	16
	13+	[illegible]	33	12	51	0	6
Remove	0-6	4	54	0	24	13	8
	7-12	5	86	3	95	0	17
	13+	0	28	4	45	0	13
Install	0-6	2	50	4	25	0	10
	7-12	5	88	4	75	0	16
	13+	15	33	4	51	17	6
237. EXTERNAL POWER DOOR LIMIT SWITCH Adjust	0-6	2	54	0	24	0	8
	7-12	2	87	4	95	0	17
	13+	0	29	4	46	0	13
Test	0-6	2	50	8	25	0	10
	7-12	5	88	7	75	6	16
	13+	21	33	4	51	0	6
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	86	3	96	0	17
	13+	0	28	2	45	0	13
Troubleshoot	0-6	0	50	4	25	0	10
	7-12	5	88	4	75	6	16
	13+	15	33	6	51	0	6
Remove	0-6	2	54	0	24	0	8
	7-12	2	86	3	95	0	17
	13+	0	29	2	45	0	13
Install	0-6	0	50	4	25	0	10
	7-12	5	88	7	75	6	16
	13+	13	32	4	51	0	6
238. FIRE WARNING LIGHT Repair	0-6	4	54	4	24	0	6
	7-12	5	87	11	95	0	17
	13+	11	28	7	46	0	13
Obtain serviceable replacement	0-6	0	50	4	25	0	10
	7-12	7	88	17	75	6	16
	13+	15	33	10	51	0	6
Troubleshoot	0-6	7	54	9	23	13	8
	7-12	7	86	18	96	0	17
	13+	11	27	11	45	0	13
Remove	0-6	4	50	8	25	0	10
	7-12	7	88	19	75	13	16
	13+	15	33	14	51	0	6
Install	0-6	4	54	8	22	25	8
	7-12	6	86	14	95	6	17
	13+	7	27	16	45	8	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
239. RHEOSTATS							
Obtain serviceable replacement	0-6	0	50	12	25	13	10
	7-12	1	88	5	74	0	16
	13+	6	33	4	51	6	6
Troubleshoot	0-6	2	54	0	24	0	8
	7-12	2	87	6	95	0	17
	13+	7	29	7	46	0	13
Remove	0-6	2	50	4	25	0	10
	7-12	1	88	4	74	6	16
	13+	12	33	4	51	0	6
Install	0-6	4	54	4	24	0	8
	7-12	3	86	6	96	0	17
	13+	4	27	7	45	0	13
240. THERMOCOUPLE LEAD SPOOL RESISTOR							
Adjust	0-6	0	50	4	25	0	10
	7-12	2	88	3	75	6	16
	13+	6	33	2	51	0	6
Obtain serviceable replacement	0-6	2	54	0	24	0	8
	7-12	2	87	3	95	0	17
	13+	3	29	2	46	0	13
Test	0-6	0	50	4	25	0	10
	7-12	2	88	3	75	0	16
	13+	3	33	4	51	0	6
Troubleshoot	0-6	2	54	0	24	0	8
	7-12	2	86	4	96	0	17
	13+	4	28	2	45	0	13
Remove	0-6	0	50	4	25	0	10
	7-12	2	88	3	75	6	16
	13+	3	33	2	51	0	6
Install	0-6	2	54	0	24	0	8
	7-12	2	86	3	95	0	17
	13+	4	28	2	45	0	13
241. HYDRAULIC BYPASS SOLENOID VALVE							
Disassemble	0-6	2	50	4	25	0	10
	7-12	11	88	4	75	0	16
	13+	37	32	2	51	0	6
Assemble	0-6	2	54	0	24	0	8
	7-12	3	86	3	95	6	16
	13+	0	29	4	46	0	13
Obtain serviceable replacement	0-6	2	50	4	25	0	10
	7-12	11	88	4	75	0	16
	13+	12	33	6	51	0	6
Troubleshoot	0-6	6	54	4	24	13	8
	7-12	3	86	7	95	0	16
	13+	7	28	9	45	8	13
Remove	0-6	4	50	4	25	10	10
	7-12	14	88	7	75	19	16
	13+	12	33	6	51	0	6
Install	0-6	11	54	8	24	0	8
	7-12	10	86	10	94	6	16
	13+	11	28	9	45	15	13

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Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
242. RPM LIMIT WARNING SYSTEM		A B	A B	A B	A B	A B	A B
*Adjust	0-6	4 2	54 50	8 4	24 25	0 0	8 10
	7-12	7 10	85 88	15 16	95 75	0 0	17 16
	13+	17 9	28 32	16 24	45 51	8 0	13 6
Test	0-6	4	54	13	24	0	8
	7-12	9	85	24	94	12	17
	13+	14	28	25	44	15	13
Obtain serviceable replacement	0-6	2	50	8	25	0	10
	7-12	8	88	12	75	0	16
	13+	12	33	27	51	0	6
Troubleshoot	0-6	7	54	8	24	0	8
	7-12	9	85	16	94	6	17
	13+	18	28	18	44	8	13
Remove	0-6	2	50	8	25	0	10
	7-12	6	88	12	75	6	16
	13+	12	33	21	51	0	6
Install	0-6	6	54	8	24	0	8
	7-12	6	84	15	94	6	17
	13+	18	28	[illegible]	44	8	13
243. INVERTERS							
Obtain serviceable replacement	0-6	4	50	8	25	0	10
	7-12	14	88	15	74	0	16
	13+	18	33	25	51	0	6
Troubleshoot	0-6	7	54	9	23	13	8
	7-12	9	86	21	95	6	17
	13+	10	29	24	45	0	13
Remove	0-6	8	50	12	25	10	10
	7-12	22	88	25	73	19	16
	13+	30	33	33	51	0	6
Install	0-6	13	54	8	24	50	8
	7-12	22	85	22	94	12	17
	13+	25	28	34	44	15	13
244. 28 VOLT AC TRANSFORMER							
Obtain serviceable replacement	0-6	2	50	4	25	8	10
	7-12	6	88	5	75	0	16
	13+	9	33	4	51	0	6
Troubleshoot	0-6	2	54	4	24	13	8
	7-12	2	86	7	84	0	17
	13+	10	29	4	45	0	13
Remove	0-6	4	50	4	25	0	10
	7-12	5	88	3	75	6	16
	13+	12	33	4	51	0	6
Install	0-6	2	54	8	24	13	8
	7-12	5	85	4	83	0	17
	13+	11	28	2	44	8	13
245. TORQUE PRESSURE TRANSMITTER							
Obtain serviceable replacement	0-6	4	50	4	25	0	10
	7-12	9	88	8	73	0	16
	13+	9	33	10	51	0	6
Troubleshoot	0-6	6	54	8	24	0	8
	7-12	7	86	8	95	6	17
	13+	10	29	2	45	0	13
Remove	0-6	2	50	4	25	0	10
	7-12	10	88	8	75	6	16
	13+	15	33	10	51	0	6
Install	0-6	7	54	8	24	13	8
	7-12	11	85	9	94	18	17
	13+	18	28	2	44	8	13

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
246. HYDRAULIC PRESSURE WARNING SWITCH							
Obtain serviceable replacement	0-6	2	49	4	25	0	10
	7-12	6	88	5	75	6	16
	13+	9	33	10	51	0	6
Troubleshoot	0-6	6	54	8	24	0	8
	7-12	7	86	10	93	6	17
	13+	10	29	9	45	0	13
Remove	0-6	6	51	4	25	10	10
	7-12	8	88	5	75	13	16
	13+	12	33	12	51	0	6
Install	0-6	6	54	8	24	0	8
	7-12	8	85	9	94	6	17
	13+	11	28	[illegible]	44	0	13
247. TRANSMISSION OIL PRESSURE TRANSMITTER							
Obtain serviceable replacement	0-6	6	49	4	25	0	10
	7-12	11	88	7	75	0	16
	13+	15	33	16	51	0	6
Troubleshoot	0-6	4	54	17	24	25	8
	7-12	8	86	12	93	0	17
	13+	14	29	4	45	8	13
Remove	0-6	12	50	4	25	10	10
	7-12	13	88	5	75	13	16
	13+	24	33	16	51	0	6
Install	0-6	6	54	13	24	0	8
	7-12	10	85	15	93	6	17
	13+	18	28	16	44	8	13
248. ENGINE OIL PRESSURE TRANSMITTER							
Obtain serviceable replacement	0-6	6	50	4	25	0	10
	7-12	11	88	5	75	0	16
	13+	12	33	20	50	17	6
Troubleshoot	0-6	4	54	9	23	13	8
	7-12	9	85	10	92	6	17
	13+	10	29	7	45	8	13
Remove	0-6	6	50	4	25	0	10
	7-12	11	88	5	75	6	16
	13+	16	32	20	50	17	6
Install	0-6	4	54	4	23	0	8
	7-12	11	85	11	93	18	17
	13+	14	28	11	45	0	13
249. OVERHEAD CONSOLE							
Repair	0-6	0	50	8	25	0	10
	7-12	5	88	5	75	0	15
	13+	3	33	8	50	17	6
Test	0-6	7	54	8	24	13	8
	7-12	5	86	19	94	6	17
	13+	17	29	22	45	0	13
Obtain serviceable replacement	0-6	4	50	8	25	0	10
	7-12	6	88	3	75	0	15
	13+	6	33	8	50	0	6
Troubleshoot	0-6	6	53	8	24	0	8
	7-12	5	85	14	94	0	17
	13+	7	29	11	44	0	13
Remove	0-6	2	50	4	25	0	10
	7-12	9	87	5	75	7	15
	13+	9	32	6	50	0	6

(Continued)

Task	Months of UH-1 Maintenance Experience	Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
		Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
249. OVERHEAD CONSOLE (Cont.)							
Install	0-6	4	53	0	24	0	8
	7-12	7	85	8	95	0	17
	13+	7	28	7	44	0	13
250. CONTROL PANELS							
Repair	0-6	4	50	4	25	0	10
	7-12	7	88	8	75	0	16
	13+	3	33	8	49	0	6
Test	0-6	9	54	8	24	13	8
	7-12	3	86	23	94	6	17
	13+	10	29	24	45	15	13
Obtain serviceable replacement	0-6	4	50	4	27	10	10
	7-12	10	88	9	75	6	16
	13+	3	33	12	41	17	6
Troubleshoot	0-6	4	53	4	24	0	8
	7-12	4	85	14	95	6	17
	13+	14	28	16	44	8	13
Remove	0-6	6	50	12	25	30	10
	7-12	17	88	12	75	25	16
	13+	3	33	12	49	50	6
Install	0-6	4	53	0	24	0	8
	7-12	7	85	14	94	6	17
	13+	7	28	19	44	8	13
251. AC AND DC CIRCUIT BREAKERS AND PANELS							
Repair	0-6	4	50	4	25	0	10
	7-12	3	88	3	75	0	16
	13+	6	33	8	51	0	6
Obtain serviceable replacement	0-6	7	54	0	24	0	8
	7-12	6	86	7	95	0	17
	13+	7	29	11	45	8	13
Troubleshoot	0-6	4	50	20	24	0	10
	7-12	3	88	12	75	0	16
	13+	12	33	10	51	0	6
Remove	0-6	4	53	8	24	0	8
	7-12	7	85	9	94	6	17
	13+	4	29	18	44	8	13
Install	0-6	6	50	4	25	0	10
	7-12	7	88	7	75	6	16
	13+	6	33	12	51	0	6
252. TERMINAL BOARDS AND WIRING							
Obtain serviceable replacement	0-6	2	54	4	24	0	8
	7-12	3	86	5	95	0	17
	13+	7	29	4	45	0	13
Troubleshoot	0-6	2	50	8	25	0	10
	7-12	1	88	4	75	0	16
	13+	6	33	10	51	0	6
Repair	0-6	2	54	4	24	0	8
	7-12	2	85	5	94	0	17
	13+	4	28	5	44	0	13
Remove	0-6	2	51	4	27	0	10
	7-12	1	89	3	75	0	16
	13+	3	32	6	50	0	6
Install	0-6	4	54	4	24	0	8
	7-12	2	85	5	94	0	17
	13+	7	28	5	44	0	13

(Continued)

		Organizational Personnel				DS and GS Personnel	
		Shop Mechanics		Crew Chiefs		Shop Mechanics	
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting	Percent Performing or Assisting	Number of 67N20s Reporting
253. ELECTRICAL SYSTEM							
Test	0-6	4	50	21	24	0	10
	7-12	7	87	27	75	13	16
	13+	19	52	20	51	0	6
Troubleshoot	0-6	6	54	15	24	13	8
	7-12	13	86	31	95	6	17
	13+	18	28	27	45	31	13

Appendix B

ORGANIZATIONAL LEVEL: MAINTENANCE TASKS PERFORMED BY 10% OR MORE OF THE LOW-EXPERIENCE GROUP (0-6 MONTHS)

Appendix B presents data for the Section III tasks for organizational mechanics and crew chiefs combined. These two groups are not separated as in Appendix A. Appendix B lists data for all tasks performed by 10% or more of the 0-6 months experience group. The tasks are listed in order of relative frequency of performance by this low-experience or "new graduate" group.

While the listing of a task in this appendix is dependent upon 10% or more of the low-experience group having reported it as performed, data are also given for the 7-12 and 13+ months experience groups on these same tasks. As might be expected, more than 10% of these more experienced groups reported having performed most but not all of these tasks.

Data presented for each task are related to how frequently the task is performed, time to first performance after award of MOS, and proficiency. Also given for each task is information from enlisted supervisors concerning the necessity for the new graduate 67N20 to be able to perform the task upon arrival at the unit, and the amount of help or direction that the typical new graduate requires.

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TRANSMISSION EXTERNAL OIL FILTER REMOVE	0-6	88	64	18	39	36	3	3	45	31	13	8	3	0	5	44	26	25	X	1	3	5	14	42	36
	7-12	84	149	31	40	20	6	3	40	21	17	15	7	0	3	32	34	31							
	13+	86	57	30	39	16	7	7	--	--	--	--	--	0	4	29	32	36							
ENGINE COWLING INSTALL	0-6	83	56	9	20	35	18	18	46	28	15	9	2	0	6	38	28	28	X	0	2	1	14	34	50
	7-12	82	136	25	23	25	13	13	38	25	12	12	8	0	7	26	34	33							
	13+	68	41	30	33	23	3	13	--	--	--	--	--	0	5	22	32	41							
ACCESS DOORS & INSPECTION PLATES REMOVE	0-6	82	59	11	20	16	14	39	45	32	11	9	4	0	2	33	33	33	X	2	1	3	8	29	60
	7-12	82	141	17	24	19	17	23	45	21	16	11	7	0	4	24	23	49							
	13+	83	50	19	23	31	15	13	--	--	--	--	--	0	0	22	28	50							
ENGINE INTAKE SCREEN (BIRD CAGE) REMOVE	0-6	81	54	8	42	25	9	17	23	40	17	15	6	0	4	40	36	21	X	11	2	2	13	32	51
	7-12	87	131	28	31	21	7	12	45	24	13	9	8	0	3	27	37	34							
	13+	86	65	26	12	34	7	21	--	--	--	--	--	0	2	24	36	39							
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) * SERVICE	0-6	80	109	14	30	32	15	8	37	30	18	10	5	0	7	38	34	22	X	2	2	7	13	38	40
	7-12	79	246	23	38	27	3	9	38	26	16	13	8	0	2	29	35	34							
	13+	76	107	26	35	30	4	5	--	--	--	--	--	0	2	25	36	37							
TRANSMISSION COWLING INSTALL	0-6	79	54	10	29	27	16	18	47	29	14	8	2	0	6	41	35	18	X	0	2	2	10	35	50
	7-12	80	133	26	21	26	12	16	36	27	16	13	8	0	6	32	28	34							
	13+	69	42	32	29	24	2	12	--	--	--	--	--	0	5	24	29	43							
INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX) * SERVICE	0-6	79	114	18	28	37	9	7	38	32	15	10	5	0	5	42	35	18	X	2	3	4	15	41	36
	7-12	75	231	27	37	25	5	6	41	26	13	13	7	0	3	29	38	31							
	13+	78	105	29	35	23	9	4	--	--	--	--	--	0	7	27	32	38							
ENGINE COWLING REMOVE	0-6	78	53	6	17	40	19	19	28	26	28	11	6	0	2	40	38	21	X	0	1	1	13	33	53
	7-12	90	137	19	34	24	8	16	46	21	16	8	9	0	5	31	32	33							
	13+	86	62	20	29	25	7	20	--	--	--	--	--	0	2	21	35	42							
ENGINE OIL FILTER REMOVE	0-6	78	59	11	32	39	7	12	39	40	14	4	4	0	2	42	40	16	X	2	2	4	17	38	40
	7-12	80	137	24	40	23	8	5	34	26	19	14	8	0	1	36	34	29							
	13+	86	58	23	37	30	4	7	--	--	--	--	--	0	0	28	26	47							
BATTERY (NICAD) REMOVE	0-6	78	59	18	30	33	5	14	49	25	16	7	4	0	2	39	25	35	X	3	3	5	16	35	42
	7-12	87	150	21	49	20	6	4	33	26	19	13	10	0	5	30	29	37							
	13+	85	60	24	45	21	3	7	--	--	--	--	--	0	5	24	20	51							
TRANSMISSION COWLING REMOVE	0-6	77	54	7	22	41	13	17	28	26	30	11	6	0	2	35	37	26	X	0	1	3	10	33	53
	7-12	85	131	20	33	23	7	17	44	23	15	11	8	0	4	30	31	35							
	13+	90	58	17	25	19	19	19	--	--	--	--	--	0	2	28	28	42							
TRANSMISSION EXTERNAL OIL FILTER INSTALL	0-6	77	55	24	36	24	9	7	26	39	13	17	6	0	2	36	42	20	X	1	4	6	15	41	34
	7-12	85	125	34	37	23	4	2	32	30	20	12	7	0	3	35	39	22							
	13+	88	64	26	48	17	5	3	--	--	--	--	--	0	3	32	34	31							
TAIL ROTOR ASSEMBLY REMOVE TAIL ROTOR ASSEMBLY	0-6	76	46	24	48	22	4	2	26	30	20	17	7	0	2	35	46	17	X	6	9	14	25	35	17
	7-12	80	108	43	32	18	4	3	21	35	23	12	10	0	6	40	29	26							
	13+	86	61	49	35	11	4	2	--	--	--	--	--	0	2	30	43	26							

MAIN ROTOR ASSEMBLY INSTALL BLADES	0-6	75	36	41	38	21	0	0	22	44	11	17	6	0	8	33	42	17	x	11	12	13	30	29	16
	7-12	85	94	40	38	16	3	2	25	34	18	12	11	0	6	30	40	24							
	13+	86	44	62	18	13	5	3	--	--	--	--	--	0	0	28	45	28							
BATTERY (NICAD) INSTALL	0-6	75	53	11	43	40	4	2	23	44	13	13	6	0	2	36	34	28	x	3	3	5	16	33	43
	7-12	89	132	25	44	21	6	4	43	26	16	9	7	0	3	33	30	34							
	13+	88	68	23	51	16	3	7	--	--	--	--	--	0	3	21	38	38							
ENGINE INTAKE SCREEN (BIRD CAGE) INSTALL	0-6	74	53	16	31	31	6	16	49	31	12	6	2	0	2	42	42	14	x	11	2	2	15	34	47
	7-12	79	133	30	30	23	6	11	34	30	20	7	9	0	7	25	36	32							
	13+	73	48	35	24	22	2	17	--	--	--	--	--	2	4	29	23	42							
MAIN ROTOR ASSEMBLY REMOVE BLADES	0-6	74	36	41	41	18	0	0	19	47	14	14	6	0	8	33	42	17	x	10	12	10	26	35	17
	7-12	85	94	43	36	15	3	2	26	36	18	11	10	0	7	29	40	24							
	13+	85	44	62	18	13	5	3	--	--	--	--	--	0	0	30	43	28							
TAIL ROTOR ASSEMBLY INSTALL TAIL ROTOR ASSEMBLY	0-6	74	42	24	48	21	5	2	29	29	17	19	7	0	2	31	52	14	x	5	17	17	26	27	12
	7-12	82	106	44	32	19	6	3	22	35	22	12	9	0	6	39	33	22							
	13+	86	61	45	38	11	4	2	--	--	--	--	--	0	2	31	44	24							
TAIL ROTOR CONTROL CABLES ADJUST TENSION	0-6	73	44	28	45	25	3	0	13	55	16	13	3	0	8	50	22	19	x	2	9	11	33	35	11
	7-12	77	120	41	33	20	4	3	19	32	25	15	10	0	7	35	40	18							
	13+	81	47	45	32	11	2	9	--	--	--	--	--	0	4	48	30	17							
ENGINE OIL FILTER INSTALL	0-6	73	52	16	35	33	10	6	27	31	20	14	8	0	8	23	48	21	x	2	2	8	18	33	40
	7-12	95	128	28	32	32	3	5	29	27	23	12	9	0	3	34	34	29							
	13+	87	68	27	31	29	10	3	--	--	--	--	--	0	3	25	38	33							
TAIL ROTOR ASSEMBLY TRACK	0-6	73	48	24	46	13	9	9	26	46	17	4	7	0	4	46	39	11	x	3	7	17	25	34	18
	7-12	77	119	38	29	23	7	4	24	31	24	16	5	0	6	36	36	23							
	13+	81	49	43	26	21	6	4	--	--	--	--	--	0	2	31	38	29							
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) INSTALL	0-6	72	50	10	42	33	6	8	44	31	15	6	4	0	4	48	35	13	x	1	2	7	20	35	35
	7-12	71	123	41	35	16	4	4	33	25	22	12	8	0	4	31	34	31							
	13+	72	43	38	33	23	8	0	--	--	--	--	--	0	2	23	35	40							
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) REMOVE	0-6	71	53	10	26	44	8	12	47	29	16	2	6	0	4	33	37	25	x	2	2	4	12	42	40
	7-12	75	130	28	36	26	7	3	29	25	24	12	10	1	2	31	32	34							
	13+	83	56	24	45	20	4	7	--	--	--	--	--	0	2	29	23	46							
TRANSMISSION EXTERNAL OIL FILTER DISASSEMBLE	0-6	71	53	20	35	37	4	4	45	31	16	6	2	0	6	38	32	24	x	18	3	9	23	38	28
	7-12	75	125	31	40	23	3	3	37	21	21	15	7	0	3	33	32	33							
	13+	68	48	38	34	15	4	9	--	--	--	--	--	0	4	23	32	40							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY INSTALL	0-6	71	49	15	36	36	6	6	38	38	10	10	4	0	2	51	32	15	x	11	6	9	16	33	35
	7-12	70	117	28	31	27	9	4	36	30	16	11	7	0	2	30	36	33							
	13+	74	50	24	43	27	2	4	--	--	--	--	--	0	0	34	28	38							
ENGINE MAGNETIC PLUG REMOVE	0-6	69	45	13	36	33	7	11	22	36	20	13	9	0	9	29	36	27	x	5	2	4	13	41	40
	7-12	90	120	24	36	30	5	5	31	22	23	14	10	0	4	31	34	31							
	13+	94	64	34	29	22	7	7	--	--	--	--	--	0	5	29	25	41							
PILOT OR COPILOT SEAT REMOVE	0-6	68	45	23	39	25	7	7	35	30	19	9	7	0	5	39	36	20	x	2	2	2	6	33	58
	7-12	86	129	21	36	24	8	12	48	19	13	10	10	0	5	20	31	44							
	13+	84	66	27	45	18	5	5	--	--	--	--	--	0	2	21	34	44							
PILOT OR COPILOT DOOR INSTALL	0-6	68	52	17	38	33	8	4	31	35	23	8	2	0	2	46	33	19	x	3	3	3	9	32	54
	7-12	80	134	36	33	20	7	4	29	23	26	13	8	0	2	33	30	34							
	13+	75	49	33	48	9	9	2	--	--	--	--	--	0	4	27	29	40							
ENGINE OIL FILTER DISASSEMBLE	0-6	68	47	11	40	32	11	6	26	37	17	13	7	0	6	26	49	19	x	11	2	8	17	39	34
	7-12	77	116	27	34	30	5	5	31	27	23	11	9	0	5	30	35	29							
	13+	81	64	31	27	29	10	3	--	--	--	--	--	0	3	29	36	32							

Task	MECHANICS AND CREWCHIEFS																					SUPERVISORS				
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0, 2 - 1-2, 3 - 3-6, 4 - 7-10, 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month, 2 - 2nd or 3rd month, 3 - 4th to 6th month, 4 - 7th to 12th month, 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor, 2 - Fair, 3 - Good, 4 - Very Good, 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20%, 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed, 1 - Constant direction, 2 - Much direction, 3 - Some direction, 4 - Little direction, 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TAIL ROTOR DRIVE SHAFT INSTALL	0-6	68	48	28	37	22	4	9	36	40	15	4	4	0	0	49	40	11	X	2	4	11	28	31	26
	7-12	69	106	56	23	14	3	4	25	32	20	14	9	0	6	32	35	26							
	13+	61	35	59	26	9	6	0	--	--	--	--	--	0	3	20	26	51							
STABILIZER BAR REMOVE	0-6	68	40	30	58	8	5	0	25	38	18	15	5	0	5	40	40	15	X	8	7	10	32	31	21
	7-12	84	106	49	40	8	3	0	25	32	22	13	9	0	6	38	35	22							
	13+	79	47	53	23	21	0	2	--	--	--	--	--	0	2	23	51	23							
STABILIZER BAR INSTALL	0-6	68	40	21	58	16	0	5	38	41	13	5	3	0	10	46	33	10	X	8	10	13	30	29	18
	7-12	74	93	47	38	12	4	0	23	25	30	14	9	0	2	39	37	22							
	13+	66	30	45	45	7	3	0	--	--	--	--	--	3	10	27	30	30							
TAIL ROTOR ASSEMBLY ADJUST PITCH CHANGE LINKS	0-6	68	39	22	54	11	5	8	27	49	8	8	8	0	5	41	43	11	X	4	9	20	29	31	11
	7-12	77	115	43	29	17	9	3	21	29	27	16	7	0	6	35	39	20							
	13+	85	44	48	14	26	7	5	--	--	--	--	--	0	2	28	40	30							
TROOP SEATS REMOVE	0-6	67	47	19	34	26	11	11	24	30	20	13	13	0	2	33	35	30	X	4	1	2	7	28	62
	7-12	73	108	19	32	19	10	21	41	20	20	10	10	0	5	21	31	43							
	13+	81	62	25	33	26	7	9	--	--	--	--	--	0	3	19	40	38							
MAIN ROTOR ASSEMBLY INSTALL ROTOR ASSEMBLY	0-6	67	33	13	57	20	3	7	45	32	10	6	6	0	6	48	42	3	X	13	16	21	24	25	14
	7-12	79	90	46	36	16	2	0	19	32	24	15	11	0	7	36	36	22							
	13+	77	27	38	35	19	4	4	--	--	--	--	--	0	11	22	37	30							
SCISSORS AND SLEEVE ASSEMBLY INSTALL	0-6	67	35	15	67	15	3	0	31	53	6	6	3	0	6	56	31	6	X	9	14	22	23	24	16
	7-12	74	84	64	28	8	0	0	9	31	35	16	9	0	5	35	39	22							
	13+	63	31	70	13	17	0	0	--	--	--	--	--	0	3	39	32	26							
GROUND HANDLING WHEELS INSTALL	0-6	66	49	21	13	19	13	34	48	27	10	10	4	0	4	36	32	28	X	7	1	4	12	35	47
	7-12	63	100	24	26	15	9	26	52	19	19	6	3	0	4	28	31	37							
	13+	59	35	32	21	29	12	6	--	--	--	--	--	0	3	29	11	57							
MAIN ROTOR ASSEMBLY TRACK ROTOR ASSEMBLY	0-6	66	32	25	47	19	6	3	25	28	25	16	6	0	6	34	44	16	X	3	9	21	30	28	12
	7-12	77	92	32	35	20	8	5	18	40	22	11	9	0	9	36	34	21							
	13+	82	47	42	37	16	0	5	--	--	--	--	--	0	0	33	39	33							
TAIL ROTOR CONTROL CHAIN RIG TO TAIL ROTOR CONTROLS	0-6	65	34	21	45	33	0	0	13	52	19	13	3	0	13	39	39	10	X	2	19	23	39	18	2
	7-12	74	115	43	26	23	5	4	18	29	30	16	7	0	13	37	32	18							
	13+	73	40	45	34	8	5	8	--	--	--	--	--	0	13	34	34	18							
SAFETY BELTS REMOVE	0-6	65	48	9	33	36	9	13	40	37	12	9	2	0	2	28	21	49	X	[illegible]	1	2	6	36	56
	7-12	76	135	20	31	24	12	13	36	24	15	18	7	0	2	19	30	48							
	13+	85	61	22	31	22	17	8	--	--	--	--	--	0	0	12	25	63							
PILOT OR COPILOT SEAT INSTALL	0-6	63	48	18	33	40	7	2	35	35	10	15	4	0	2	26	36	36	X	2	2	2	6	34	57
	7-12	80	135	29	36	21	8	6	29	29	17	16	8	0	5	25	33	37							
	13+	74	45	43	36	11	7	2	--	--	--	--	--	0	0	18	31	91							
ENGINE OIL FILTER ASSEMBLE	0-6	65	45	13	38	31	11	7	26	31	21	14	7	0	5	28	49	19	X	11	3	7	19	35	35
	7-12	77	112	25	36	30	4	5	32	25	24	11	8	0	5	30	37	27							
	13+	[illegible]	64	31	27	29	10	3	--	--	--	--	--	0	3	27	37	32							

MAIN ROTOR ASSEMBLY REMOVE ROTOR ASSEMBLY	0-6	65	33	13	57	20	0	10	45	35	6	6	6	0	6	48	42	3	X	12	16	15	25	27	17
	7-12	77	87	48	33	16	2	0	18	32	24	13	12	0	6	36	36	23							
	13+	77	27	41	33	19	4	4	--	--	--	--	--	0	15	19	37	30							
PILOT OR COPILOT DOOR REMOVE	0-6	64	46	22	35	37	2	4	22	33	22	16	7	0	4	43	20	33	X	2	3	3	8	28	58
	7-12	85	130	28	35	22	2	12	38	27	17	10	9	0	4	34	30	32							
	13+	81	60	35	36	15	7	7	--	--	--	--	--	0	0	26	30	44							
TRANSMISSION EXTERNAL OIL FILTER * ASSEMBLE	0-6	64	88	15	36	35	8	6	38	34	14	10	3	0	5	38	35	22	X	19	3	11	22	38	26
	7-12	66	200	32	40	22	4	3	36	23	22	13	6	0	4	33	33	30							
	13+	69	92	33	35	20	7	6	--	--	--	--	--	0	3	27	34	36							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) INSTALL	0-6	64	42	36	38	19	7	0	23	33	15	20	10	0	5	41	34	20	X	4	8	16	30	29	18
	7-12	82	115	47	34	18	1	1	38	26	17	12	7	0	4	32	36	28							
	13+	78	55	46	38	14	2	0	--	--	--	--	--	0	6	21	44	29							
STABILIZER BAR DAMPERS REMOVE	0-6	64	39	26	50	21	3	0	31	31	26	10	3	0	5	46	36	13	X	2	6	7	32	30	26
	7-12	77	114	65	27	6	2	0	19	29	29	17	7	0	5	37	36	23							
	13+	75	44	51	33	9	5	2	--	--	--	--	--	0	5	30	30	36							
SCISSORS AND SLEEVE ASSEMBLY REMOVE	0-6	64	35	44	50	3	3	0	6	57	23	9	6	0	9	37	40	14	X	9	12	17	29	26	17
	7-12	76	87	44	48	7	1	0	17	31	25	18	10	0	4	37	31	29							
	13+	70	37	53	31	16	0	0	--	--	--	--	--	0	0	33	42	24							
SOUNDPROOFING REMOVE	0-6	63	41	25	45	23	3	5	20	30	20	20	10	0	0	39	24	37	X	3	1	2	5	27	65
	7-12	75	110	35	36	18	4	7	30	26	25	10	9	0	8	20	31	42							
	13+	71	51	23	48	21	6	2	--	--	--	--	--	0	0	27	37	37							
ENGINE MAGNETIC PLUG INSTALL	0-6	63	46	12	24	43	10	12	36	39	14	5	7	0	5	39	30	27	X	5	2	5	13	38	42
	7-12	62	105	40	29	20	6	4	29	27	24	11	9	0	3	34	34	30							
	13+	72	46	33	40	18	2	7	--	--	--	--	--	0	4	33	30	33							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES REMOVE	0-6	63	47	31	38	11	13	7	35	41	15	4	4	0	2	57	26	[illegible]	X	2	2	10	26	38	24
	7-12	72	105	61	21	11	3	3	22	32	23	16	8	0	4	40	31	25							
	13+	60	39	66	18	13	0	3	--	--	--	--	--	0	3	39	26	32							
MAIN ROTOR ASSEMBLY ADJUST PITCH CHANGE LINKS	0-6	63	33	30	42	24	3	0	21	30	27	15	6	3	6	30	42	18	X	3	10	24	30	26	9
	7-12	74	90	33	32	24	9	2	19	39	21	11	9	0	6	31	37	26							
	13+	80	47	53	16	23	2	5	--	--	--	--	--	0	2	30	41	27							
JUMP SEATS REMOVE	0-6	62	45	27	22	29	16	7	18	31	24	13	13	0	7	24	31	38	X	10	1	2	5	25	66
	7-12	70	104	26	27	21	8	18	31	28	14	16	10	0	3	23	31	43							
	13+	83	62	30	23	25	12	11	--	--	--	--	--	0	2	17	38	43							
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) INSTALL	0-6	62	43	9	28	37	16	9	14	42	16	19	9	0	10	29	36	26	X	2	2	7	11	39	42
	7-12	70	101	31	35	24	5	4	36	20	21	12	10	0	6	30	37	28							
	13+	82	64	37	30	23	7	4	--	--	--	--	--	0	3	25	34	37							
TAIL ROTOR DRIVE SHAFT REMOVE	0-6	62	39	38	41	13	3	5	34	37	16	11	3	0	5	33	36	26	X	2	2	10	27	33	28
	7-12	82	113	54	26	10	5	6	26	32	23	12	7	0	5	32	36	28							
	13+	69	50	68	16	9	5	2	--	--	--	--	--	0	4	31	31	33							
COLLECTIVE PITCH CONTROL TUBES REMOVE	0-6	61	36	20	51	23	6	0	32	29	24	12	3	0	15	32	35	18	X	4	6	8	29	34	24
	7-12	66	100	53	26	15	4	2	13	36	26	15	9	1	9	48	34	7							
	13+	59	32	63	13	13	7	3	--	--	--	--	--	0	7	47	33	13							
TROOP SEATS INSTALL	0-6	61	44	10	39	22	12	17	26	47	12	12	5	0	7	26	30	37	X	4	1	2	7	28	63
	7-12	75	127	21	32	31	8	9	29	25	20	17	8	0	4	19	27	50							
	13+	70	47	26	28	20	9	17	--	--	--	--	--	0	2	14	32	52							
TRANSMISSION COWLING DISASSEMBLE	0-6	61	40	16	32	29	11	13	39	39	8	11	3	0	5	39	45	11	X	22	3	4	17	35	41
	7-12	46	70	32	27	20	11	11	31	27	19	12	10	0	6	30	29	35							
	13+	40	23	55	32	9	0	5	--	--	--	--	--	0	9	35	35	22							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS: # Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					SUPERVISORS: % Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) REMOVE	0-6	61	43	21	36	31	5	7	21	43	14	17	5	0	7	21	48	24	X	1	2	6	19	36	36
	7-12	76	108	30	36	20	8	7	41	26	15	10	9	0	6	31	31	31							
	13+	78	58	25	36	26	8	6	--	--	--	--	--	0	4	19	42	36							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES INSTALL	0-6	61	38	53	19	19	6	3	16	35	24	15	5	0	0	30	41	30	X	2	5	14	22	39	20
	7-12	70	97	59	24	11	3	3	22	39	22	11	6	0	3	40	35	22							
	13+	56	41	58	28	11	0	3	--	--	--	--	--	0	3	30	41	27							
STABILIZER BAR DAMPERS CHECK TIMING OF BOTH	0-6	61	38	26	37	21	0	16	17	39	25	14	6	3	3	24	46	24	X	1	9	18	29	32	12
	7-12	84	113	25	25	14	9	27	27	27	23	13	9	0	3	37	30	30							
	13+	82	55	31	27	18	6	18	--	--	--	--	--	0	0	22	40	38							
TAIL ROTOR ASSEMBLY RIG TO TAIL ROTOR CONTROLS	0-6	61	28	27	38	23	8	4	22	41	15	15	7	0	0	33	52	15	X	6	16	21	37	20	6
	7-12	68	80	44	31	14	8	3	17	39	24	13	8	0	4	38	36	22							
	13+	76	44	59	26	8	5	3	--	--	--	--	--	0	0	21	50	29							
CYCLIC CONTROL TUBES INSTALL	0-6	60	38	32	49	16	3	0	22	46	19	11	3	0	5	35	46	14	X	2	6	13	27	37	17
	7-12	71	107	48	36	12	2	2	23	32	25	11	10	0	11	45	35	10							
	13+	70	45	49	40	7	0	5	--	--	--	--	--	0	10	45	19	26							
CYCLIC CONTROL TUBES REMOVE	0-6	66	39	32	43	19	3	3	32	35	11	14	8	0	19	35	30	16	X	2	3	11	24	36	25
	7-12	77	109	40	36	15	7	2	29	38	15	17	6	1	13	36	36	14							
	13+	71	51	57	21	15	6	0	--	--	--	--	--	0	10	29	43	18							
TRANSMISSION MAGNETIC SUMP PLUG INSTALL	0-6	59	37	30	43	11	8	3	22	41	19	14	5	0	5	35	41	19	X	7	3	9	16	38	34
	7-12	59	94	42	28	16	8	6	36	30	18	8	9	0	4	34	30	32							
	13+	67	48	37	35	21	5	2	--	--	--	--	--	0	7	26	37	30							
MAIN ROTOR MAST ASSEMBLY REMOVE	0-6	57	23	48	39	13	0	0	14	36	32	14	5	0	9	22	43	26	X	29	11	21	30	18	20
	7-12	71	77	60	34	4	1	0	16	29	29	13	12	0	3	39	38	21							
	13+	56	29	60	36	4	0	0	--	--	--	--	--	0	0	23	54	23							
BELL CRANKS INSTALL	0-6	58	33	28	38	28	3	3	25	38	28	3	6	0	3	44	34	19	X	2	2	14	17	49	18
	7-12	72	118	46	30	19	5	1	23	30	25	13	9	0	8	36	34	22							
	13+	61	39	56	24	14	3	5	--	--	--	--	--	0	8	26	34	32							
MAIN ROTOR MAST ASSEMBLY INSTALL	0-6	58	29	28	52	14	3	3	25	36	29	7	4	0	7	50	32	11	X	29	14	20	33	18	15
	7-12	61	71	55	36	9	0	0	21	22	31	18	7	1	6	32	43	17							
	13+	50	21	70	25	5	0	0	--	--	--	--	--	0	5	38	38	19							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) *REMOVE	0-6	58	77	37	43	15	3	3	27	34	18	14	7	0	1	47	36	16	X	4	4	12	28	34	23
	7-12	78	240	40	40	16	3	1	33	27	19	13	8	0	5	30	35	29							
	13+	75	105	38	41	17	2	1	--	--	--	--	--	0	3	25	38	35							
TAIL ROTOR CONTROL CHAIN REMOVE	0-6	57	34	15	61	24	0	0	[illegible]	48	23	13	0	0	13	41	28	19	X	2	3	14	26	35	22
	7-12	71	116	50	25	17	5	2	15	28	32	18	8	1	9	36	30	24							
	13+	65	39	49	26	16	5	5	--	--	--	--	--	0	8	38	30	24							
FIRE EXTINGUISHER INSTALL	0-6	57	38	25	44	31	0	0	24	30	24	11	11	0	3	32	26	39	X	2	1	2	4	23	71
	7-12	77	114	25	48	12	5	11	38	22	17	12	11	0	5	21	28	47							
	13+	85	62	22	53	15	5	5	--	--	--	--	--	0	2	20	27	52							

INDUCTION SYSTEM AIR FILTER * REMOVE	0-6	57	81	4	25	29	9	34	34	28	18	14	6	0	3	38	30	29	X	2	2	3	12	32	50
	7-12	70	223	12	16	16	16	40	44	24	14	10	7	0	2	22	34	41							
	13+	70	102	12	16	27	11	35	--	--	--	--	--	0	2	19	34	45							
INDUCTION SYSTEM AIR FILTER INSTALL	0-6	57	42	5	23	28	5	40	33	33	23	8	5	0	3	43	30	25	X	2	2	3	13	33	49
	7-12	69	115	14	14	23	12	37	42	24	17	11	6	1	3	19	37	40							
	13+	68	44	21	5	30	7	37	--	--	--	--	--	0	2	19	37	42							
TRANSMISSION OIL JETS REMOVE	0-6	57	37	35	22	19	14	11	16	46	22	11	5	0	5	41	38	16	X	8	3	9	25	31	32
	7-12	72	106	50	24	8	8	10	32	28	19	13	8	0	4	37	28	32							
	13+	68	53	46	25	17	4	8	--	--	--	--	--	0	4	33	31	31							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) CLEAN	0-6	57	37	44	31	19	6	0	26	29	11	23	11	0	3	31	50	17	X	6	7	13	28	34	18
	7-12	73	107	48	33	16	1	2	37	27	14	13	9	0	5	36	33	27							
	13+	72	56	43	35	18	2	2	--	--	--	--	--	0	8	21	45	26							
TAIL ROTOR PITCH CONTROL MECHANISM ASSEMBLE	0-6	56	33	19	42	23	10	6	10	48	17	21	3	0	10	45	31	14	X	19	20	23	34	16	7
	7-12	61	85	42	29	22	5	3	21	33	30	9	8	1	7	41	31	19							
	13+	68	42	38	38	20	3	3	--	--	--	--	--	0	15	33	41	10							
BELL CRANKS REMOVE	0-6	56	32	31	31	28	6	3	19	31	19	22	9	0	9	31	41	19	X	2	2	12	16	50	21
	7-12	79	115	40	36	18	3	4	29	30	25	5	11	0	6	39	33	22							
	13+	71	50	46	35	13	4	2	--	--	--	--	--	0	4	34	43	19							
GROUND HANDLING WHEELS REMOVE	0-6	56	38	16	8	21	21	34	42	16	24	11	6	3	5	42	29	21	X	6	1	3	13	36	48
	7-12	56	82	26	15	22	14	23	53	22	8	9	9	0	1	34	25	39							
	13+	63	37	28	22	25	9	16	--	--	--	--	--	0	3	29	38	29							
TRANSMISSION MAGNETIC SUMP PLUG REMOVE	0-6	56	37	17	44	22	11	6	43	29	17	9	3	0	6	46	31	17	X	7	3	8	16	38	35
	7-12	69	113	39	33	15	9	4	29	25	23	15	8	0	5	34	34	28							
	13+	62	41	28	50	18	0	5	--	--	--	--	--	0	2	22	37	39							
MAIN ROTOR ASSEMBLY ADJUST TRIM TAB	0-6	56	36	18	44	15	12	12	32	38	21	3	6	0	6	47	35	12	X	4	8	24	28	30	10
	7-12	71	94	52	25	11	4	8	18	34	26	14	8	0	4	39	30	27							
	13+	76	37	51	17	17	6	9	--	--	--	--	--	0	8	31	25	36							
TAIL ROTOR PITCH CONTROL MECHANISM INSTALL	0-6	55	31	23	33	27	10	7	11	43	21	21	4	0	7	50	29	14	X	2	10	18	35	24	14
	7-12	71	105	38	34	22	3	3	18	31	33	13	5	1	6	43	32	18							
	13+	76	46	44	31	18	4	2	--	--	--	--	--	0	7	41	41	11							
BELL CRANKS OBTAIN SERVICEABLE REPLACEMENT	0-6	55	31	33	33	27	3	3	30	40	17	7	7	0	7	47	30	17	X	2	3	8	22	43	25
	7-12	65	105	45	35	13	5	1	20	30	28	13	10	0	6	38	30	27							
	13+	59	37	54	23	11	3	9	--	--	--	--	--	0	6	28	36	31							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES CLEAN	0-6	55	39	[illegible]	26	24	16	0	34	45	16	3	3	0	0	53	37	11	[illegible]	20	6	11	29	34	20
	7-12	58	85	53	31	12	1	3	21	36	28	13	3	0	9	41	26	25							
	13+	59	36	56	19	17	3	6	--	--	--	--	--	0	3	42	28	28							
TAIL ROTOR PITCH CONTROL MECHANISM DISASSEMBLE	0-6	54	32	23	32	29	10	6	10	52	10	24	3	0	10	41	34	14	X	20	18	23	29	24	7
	7-12	61	87	39	32	23	4	3	21	34	27	11	7	1	5	42	34	18							
	13+	70	45	36	41	18	2	2	--	--	--	--	--	0	10	40	36	14							
FIRE EXTINGUISHER REMOVE	0-6	54	39	11	60	20	3	6	27	38	24	8	3	0	5	30	22	43	X	2	1	2	4	22	71
	7-12	70	120	16	49	23	6	6	31	20	24	16	9	0	2	21	24	53							
	13+	76	54	17	45	17	4	17	--	--	--	--	--	0	0	13	26	60							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY * DISASSEMBLE	0-6	54	70	18	35	32	9	6	36	33	12	14	4	0	3	43	34	21	X	26	4	11	19	38	27
	7-12	60	176	28	29	31	6	5	38	27	15	11	10	0	3	25	34	38							
	13+	63	92	24	47	22	1	6	--	--	--	--	--	0	1	28	36	35							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY REMOVE	0-6	54	34	21	32	26	15	6	41	21	12	21	6	0	3	29	38	29	X	11	5	8	17	34	36
	7-12	69	93	34	27	24	7	8	42	22	18	8	10	0	2	30	33	35							
	13+	71	55	26	40	22	4	8	--	--	--	--	--	0	2	29	38	31							

Task	MECHANICS AND CREWCHIEFS																		SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
CYCLIC CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	0-6	53	29	32	46	21	0	0	33	41	7	15	4	0	21	36	18	25	X	4	5	7	26	38	24
	7-12	68	96	47	37	12	3	0	30	36	16	13	4	0	9	45	34	13							
	13+	67	45	53	28	16	2	0	--	--	--	--	--	0	7	36	39	18							
TAIL ROTOR CONTROL CABLES RIG TO TAIL ROTOR CONTROLS	0-6	53	25	33	29	25	8	4	17	46	13	13	13	4	24	24	40	8	X	2	15	20	33	26	6
	7-12	75	102	47	30	18	1	4	18	42	19	15	7	1	11	40	46	8							
	13+	83	50	37	31	16	8	8	--	--	--	--	--	0	6	43	39	12							
TRANSMISSION OIL JETS INSTALL	0-6	53	36	35	35	21	3	6	38	29	18	9	6	0	6	53	32	9	X	8	4	9	25	32	31
	7-12	59	99	48	22	8	12	9	32	31	18	14	5	0	6	33	37	23							
	13+	72	44	52	23	9	5	11	--	--	--	--	--	0	0	25	27	48							
STABILIZER BAR, DAMPERS INSTALL	0-6	53	31	35	48	16	0	0	17	43	17	17	7	3	3	19	52	23	X	2	8	10	32	29	21
	7-12	30	107	59	25	13	1	2	23	30	23	13	11	0	3	38	33	27							
	13+	73	48	56	33	9	2	0	--	--	--	--	--	0	5	21	47	28							
SCISSORS AND SLEEVE ASSEMBLY DISASSEMBLE	0-6	53	23	30	57	13	0	0	9	52	26	9	4	0	4	30	48	17	X	37	17	26	27	26	5
	7-12	52	52	57	32	9	2	0	16	33	20	18	12	0	2	43	27	29							
	13+	49	22	59	41	0	0	0	--	--	--	--	--	0	0	39	50	11							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY RIG TO TAIL ROTOR CONTROLS	0-6	52	46	23	49	28	0	0	12	44	29	10	5	0	21	31	40	7	X	6	11	21	41	24	3
	7-12	59	154	37	37	18	6	2	15	37	27	14	7	0	9	44	38	8							
	13+	59	59	47	22	22	5	3	--	--	--	--	--	0	11	33	45	11							
TAIL ROTOR CONTROL CABLES INSTALL	0-6	51	34	48	39	12	6	0	19	50	19	13	0	0	3	53	25	19	X	2	8	12	29	35	15
	7-12	71	107	42	40	10	5	2	18	30	21	19	12	0	6	42	34	19							
	13+	72	42	59	28	3	5	5	--	--	--	--	--	0	2	39	34	24							
JUMP SEATS INSTALL	0-6	51	38	14	22	38	5	22	28	44	14	11	3	0	3	23	23	51	X	10	1	2	5	25	67
	7-12	71	122	29	19	30	11	11	32	26	18	15	10	0	5	16	30	49							
	13+	68	46	22	24	24	16	13	--	--	--	--	--	0	0	9	28	63							
ACCESS DOORS & INSPECTION PLATES DISASSEMBLE	0-6	51	35	9	29	20	20	23	41	26	12	12	9	0	3	34	31	31	X	27	1	3	7	30	59
	7-12	61	90	19	26	15	23	17	55	21	9	7	8	0	5	27	31	37							
	13+	67	46	22	22	29	17	10	--	--	--	--	--	0	0	29	43	29							
TRANSMISSION COWLING ASSEMBLE	0-6	51	32	16	32	32	6	13	40	37	10	10	3	0	3	45	41	10	X	22	3	5	15	37	40
	7-12	43	66	32	31	21	8	8	32	27	19	11	11	0	6	31	32	31							
	13+	42	23	59	32	5	0	5	--	--	--	--	--	0	9	30	39	22							
ENGINE TAIL PIPE FAIRING (COWLING) REMOVE	0-6	51	36	17	33	36	11	3	31	31	14	19	6	0	3	42	33	22	X	6	1	3	15	36	45
	7-12	56	80	25	47	14	5	9	48	16	17	12	8	0	4	25	31	40							
	13+	61	45	33	38	19	2	7	--	--	--	--	--	0	2	21	43	33							
HYDRAULIC SYSTEM FILTERS (B&D MODELS) INSTALL	0-6	51	33	23	32	39	6	0	43	37	10	7	3	0	3	47	33	17	X	14	3	8	16	39	34
	7-12	59	98	40	39	15	4	2	32	29	18	13	9	0	3	36	33	28							
	13+	68	41	34	46	12	2	5	--	--	--	--	--	0	5	27	27	41							
ACCESS DOORS & INSPECTION PLATES ASSEMBLE	0-6	50	34	9	24	21	21	26	39	24	15	9	12	0	3	35	32	29	X	25	1	4	10	30	55
	7-12	60	87	19	23	17	19	21	56	20	10	6	9	0	5	24	33	38							
	13+	69	48	21	19	31	17	12	--	--	--	--	--	0	0	27	43	30							

TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) REMOVE	0-6	50	31	20	70	10	0	0	31	52	7	10	0	0	0	45	41	14	X	4	6	12	29	31	22
	7-12	65	97	63	31	6	0	0	14	28	36	17	7	0	4	37	34	25							
	13+	49	28	74	22	0	0	4	--	--	--	--	--	0	7	29	29	36							
SWASHPLATE & SUPPORT ASSEMBLY REMOVE	0-6	50	25	33	46	17	4	0	29	54	4	8	4	0	4	50	38	[illegible]	X	14	12	23	23	28	16
	7-12	64	71	57	37	6	0	0	13	25	37	15	9	0	3	34	38	25							
	13+	57	26	64	24	12	0	0	--	--	--	--	--	0	8	27	31	35							
TAIL ROTOR ASSEMBLY MAKE OPERATIONAL CHECK	0-6	50	27	7	22	41	7	22	22	33	19	19	7	0	7	30	56	7	X	26	12	21	28	29	10
	7-12	61	71	25	14	22	14	26	26	41	20	6	8	2	6	44	29	20							
	13+	65	42	22	19	19	11	30	--	--	--	--	--	0	0	40	46	14							
TAIL ROTOR CONTROL CABLES ASSEMBLE	0-6	49	26	36	44	20	0	0	17	57	17	9	0	0	9	55	14	23	X	26	5	20	30	29	16
	7-12	50	78	44	41	13	3	0	23	27	22	19	8	1	8	33	39	19							
	13+	60	35	55	23	13	0	10	--	--	--	--	--	0	0	42	39	18							
TAIL ROTOR CONTROL CABLES DISASSEMBLE	0-6	49	29	32	39	18	11	0	14	46	18	14	7	0	14	45	31	10	X	27	5	13	26	34	22
	7-12	70	93	51	30	14	3	1	21	45	16	13	6	0	9	43	36	13							
	13+	74	51	36	36	15	6	6	--	--	--	--	--	0	6	47	35	12							
TAIL ROTOR PITCH CONTROL MECHANISM SERVICE	0-6	49	25	27	36	14	14	9	10	30	35	20	5	0	10	40	35	15	X	2	6	8	26	40	20
	7-12	64	93	35	29	24	7	6	21	32	30	11	6	1	10	37	35	17							
	13+	65	36	34	31	26	3	6	--	--	--	--	--	0	12	26	47	15							
FIRST AID KITS REMOVE	0-6	49	34	23	45	13	6	13	21	45	21	9	3	0	3	27	24	45	X	3	1	2	5	22	70
	7-12	63	108	19	36	29	9	7	29	25	21	18	8	0	2	18	26	54							
	13+	76	52	24	35	31	4	6	--	--	--	--	--	0	0	12	29	60							
PILOT OR COPILOT DOOR TEST FOR JETTISON	0-6	49	34	13	35	42	6	3	23	42	23	10	3	0	6	35	35	23	X	8	4	5	12	35	44
	7-12	72	121	34	36	21	5	4	29	26	24	12	9	0	2	35	25	38							
	13+	77	47	38	40	9	7	7	--	--	--	--	--	0	7	20	28	46							
LANDING GEAR SKID TUBE ASSEMBLY INSTALL	0-6	49	27	23	62	12	4	0	35	42	8	12	4	0	4	56	32	8	X	6	3	14	26	33	19
	7-12	63	85	65	31	4	0	0	13	32	27	20	9	1	5	33	42	19							
	13+	59	29	63	22	7	7	0	--	--	--	--	--	0	10	17	31	41							
MAIN FUEL STRAINER (WAFER TYPE) REMOVE	0-6	49	29	14	54	11	14	7	14	32	25	18	11	0	11	39	36	14	X	11	4	8	13	42	32
	7-12	61	86	35	32	28	4	1	26	28	25	12	9	0	4	41	35	20							
	13+	70	50	37	28	26	7	2	--	--	--	--	--	0	4	30	37	28							
INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX) REMOVE	0-6	49	32	44	41	16	0	0	19	39	29	10	3	0	6	41	34	19	X	5	4	13	24	33	27
	7-12	64	85	68	23	9	0	0	18	34	28	12	[illegible]	0	2	24	41	32							
	13+	61	47	71	22	2	2	2	--	--	--	--	--	0	5	26	42	28							
SCISSORS AND SLEEVE ASSEMBLY SERVICE	0-6	49	27	17	42	29	8	4	22	52	22	4	0	0	4	48	43	4	X	5	7	8	22	38	26
	7-12	55	72	36	27	25	7	4	28	29	22	16	6	0	7	32	30	30							
	13+	60	31	40	30	20	3	7	--	--	--	--	--	0	3	27	37	33							
SCISSORS AND SLEEVE ASSEMBLY ASSEMBLE	0-6	49	23	30	57	13	0	0	9	52	22	13	4	0	4	30	48	17	X	37	22	26	24	23	5
	7-12	55	53	56	33	8	2	0	16	32	20	20	12	0	2	44	26	28							
	13+	54	25	65	35	0	0	0	--	--	--	--	--	0	0	40	40	20							
SWASHPLATE & SUPPORT ASSEMBLY INSTALL	0-6	49	22	62	33	5	0	0	9	59	14	9	9	0	5	50	41	5	X	14	16	26	16	27	14
	7-12	72	77	49	44	7	0	0	13	29	31	17	11	0	5	38	34	22							
	13+	64	29	52	41	7	0	0	--	--	--	--	--	0	0	36	50	14							
COLLECTIVE LEVERS INSTALL	0-6	49	22	32	64	5	0	0	9	59	14	14	5	0	9	50	32	9	X	9	9	21	27	22	21
	7-12	63	70	48	45	5	3	0	20	28	26	15	11	0	5	37	37	22							
	13+	52	27	52	39	9	0	0	--	--	--	--	--	0	0	20	64	16							
TAIL ROTOR ASSEMBLY SERVICE	0-6	49	29	14	32	29	11	14	18	39	21	14	7	0	4	32	54	11	X	2	4	7	21	38	30
	7-12	62	80	27	29	21	11	12	28	33	20	9	9	0	5	35	39	21							
	13+	77	51	17	41	26	7	9	--	--	--	--	--	0	0	33	46	22							

MECHANICS AND CREWCHIEFS / SUPERVISORS

# Times Performed Past Month (%): 1 0; 2 1-2; 3 3-6; 4 7-10; 5 11

First Performance After Award of 67N20 Duty MOS (%): 1 1st month; 2 2nd or 3rd month; 3 4th to 6th month; 4 7th to 12th month; 5 After 12 months

Your Proficiency in Performing Task (%): 1 Poor; 2 Fair; 3 Good; 4 Very Good; 5 Excellent

% Saying New 67N20 Must Be Able To Perform At Once With Little Direction: X ≥ 20%; O < 20%

Amount of Direction Required by New 67N20 (%): 0 Not observed or task not performed; 1 Constant direction; 2 Much direction; 3 Some direction; 4 Little direction; 5 No direction

Task	Months of UH-1 Mainten- ance Experi- ence	Percent Perform- ing or Assist- ing	Number of 67N20s Perform- ing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Supervisors: Amount of Direction Required by New 67N20 (%)					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TAIL ROTOR CONTROL CHAIN INSTALL	0-6	48	29	46	46	6	2	0	7	56	19	15	6	0	14	46	21	18	X	2	8	13	33	32	15
	7-12	76	102	57	32	9	1	1	16	42	21	11	9	0	7	41	36	15							
	13+	73	61	48	42	8	0	2	--	--	--	--	--	0	2	38	42	19							
SAFETY BELTS INSTALL	0-6	63	52	26	33	19	3	11	19	36	25	33	3	1	[illegible]	29	26	39	X	2	1	2	6	40	52
	7-12	70	113	28	24	35	12	2	11	13	23	19	11	1	7	26	33	38							
	13+	76	80	35	33	16	6	18	--	--	--	--	--	0	2	21	21	55							
SYNCHRONIZED ELEVATOR INSTALL	0-6	47	31	29	59	6	3	[illegible]	26	43	16	16	0	1	8	37	41	10	X	5	6	9	11	46	23
	7-12	43	38	54	32	10	2	3	14	25	31	21	8	[illegible]	9	35	18	13							
	13+	55	29	71	15	6	1	3	--	--	--	--	--	[illegible]	8	25	32	35							
CYCLIC & COLLECTIVE [illegible] REMOVE	0-6	58	32	34	41	16	[illegible]	[illegible]	21	31	7	3	7	0	16	40	24	21	X	6	3	12	30	36	21
	7-12	71	48	61	26	11	2	[illegible]	17	37	26	16	3	0	5	33	23	38							
	13+	59	59	59	15	12	[illegible]	[illegible]	--	--	--	--	--	0	5	38	31	28							
MAIN ROTOR & [illegible]	0-6	46	21	21	55	16	8	[illegible]	28	54	11	3	8	[illegible]	5	57	35	6	X	24	16	22	35	14	7
	7-12	56	58	67	28	8	2	[illegible]	16	36	31	15	13	0	5	43	33	21							
	13+	63	23	59	13	5	6	[illegible]	--	--	--	--	--	0	8	41	22	26							
COLLECTIVE PITCH CONTROL TUBE INSTALL	0-6	47	29	45	25	19	8	6	10	15	15	17	3	[illegible]	17	61	21	21	X	6	7	4	11	32	39
	7-12	53	46	53	21	12	1	3	12	32	31	13	10	[illegible]	11	22	40	15							
	13+	69	41	56	28	15	3	[illegible]	--	--	--	--	--	0	9	35	38	26							
TAIL ROTOR CONTROL [illegible] REMOVE	0-6	47	18	33	33	22	7	5	12	41	23	16	12	[illegible]	19	33	15	31	X	2	1	12	21	42	22
	7-12	71	121	65	16	15	4	[illegible]	18	[illegible]	[illegible]	17	7	2	9	45	16	15							
	13+	72	52	33	46	15	6	[illegible]	--	--	--	--	--	[illegible]	2	41	41	16							
TAIL ROTOR CONTROL [illegible] TROUBLESHOOT	0-6	57	53	28	45	15	2	[illegible]	17	51	15	13	5	[illegible]	15	37	60	9	X	6	10	21	35	25	9
	7-12	61	131	66	18	11	2	5	17	38	22	13	9	1	13	48	29	13							
	13+	59	77	37	37	10	16	11	--	--	--	--	--	0	1	[illegible]	16	13							
SOUNDPROOFING INSTALL	0-6	52	37	28	51	10	16	18	24	65	17	15	3	0	4	11	21	45	X	2	1	2	6	25	64
	7-12	76	117	42	32	24	2	[illegible]	22	31	27	23	7	1	4	30	32	63							
	13+	65	47	33	61	13	2	7	--	--	--	--	--	0	5	21	23	55							
CYCLIC & COLLECTIVE HYD SYS & SERVO [illegible] INSTALL	0-6	67	22	21	55	27	0	6	38	51	16	5	5	0	13	11	40	10	X	6	6	15	27	35	17
	7-12	61	82	56	27	16	0	1	18	39	26	16	6	0	5	62	32	21							
	13+	55	27	70	15	11	4	0	--	--	--	--	--	0	11	26	37	26							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY ASSEMBLE	0-6	67	24	21	32	25	16	7	32	21	18	21	7	0	6	25	36	32	X	29	5	12	20	35	19
	7-12	61	46	32	27	29	5	7	42	29	12	10	12	0	3	26	34	38							
	13+	65	69	22	44	22	6	7	--	--	--	--	--	0	7	23	43	32							
TRANSMISSION ASSEMBLY REMOVE	0-6	67	22	36	50	9	5	0	14	50	18	14	5	0	9	50	23	18	X	40	14	22	24	23	17
	7-12	55	55	63	27	8	2	0	25	28	23	15	9	0	6	38	36	19							
	13+	38	22	78	22	0	0	0	--	--	--	--	--	0	5	40	45	10							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES SERVICE	0-6	67	31	37	23	30	10	0	37	47	10	3	3	0	3	53	37	7	X	19	9	12	32	31	17
	7-12	55	76	69	13	15	1	1	25	36	23	13	3	0	7	41	27	24							
	13+	51	29	52	33	14	1	0	--	--	--	--	--	0	3	52	24	21							

TAIL ROTOR CONTROL TUBES REMOVE	0-6	46	24	39	30	17	13	0	14	50	9	23	5	0	5	41	41	14	X	3	4	10	24	41	20
	7-12	55	84	53	31	11	2	2	19	31	26	16	9	0	9	41	35	16							
	13+	57	27	63	26	4	4	4	--	--	--	--	--	0	4	28	48	20							
TAIL ROTOR PITCH CONTROL MECHANISM RIG TO TAIL ROTOR CONTROLS	0-6	46	25	16	48	24	12	0	25	38	17	21	0	0	8	52	36	4	X	2	17	16	45	18	4
	7-12	69	81	45	34	10	7	4	21	42	23	6	8	1	5	44	38	12							
	13+	74	37	49	32	8	5	5	--	--	--	--	--	0	0	35	54	11							
CARGO DOOR REMOVE	0-6	46	32	28	41	28	3	0	16	42	26	6	10	0	6	41	25	28	X	2	2	3	9	39	47
	7-12	70	100	43	33	14	8	2	24	29	22	12	12	1	5	31	37	27							
	13+	64	43	41	41	5	5	8	--	--	--	--	--	0	0	28	36	36							
BELL CRANKS PURGE	0-6	45	26	27	35	27	12	0	24	28	24	12	12	0	15	50	23	12	X	3	3	8	20	48	19
	7-12	65	88	39	24	21	6	10	33	32	19	7	8	0	7	40	31	22							
	13+	68	44	45	18	20	8	10	--	--	--	--	--	0	5	35	43	18							
MAIN FUEL STRAINER (WAFER TYPE) INSTALL	0-6	45	30	15	30	41	11	4	36	39	14	7	4	0	4	32	46	18	X	11	4	10	14	41	31
	7-12	52	81	31	39	22	6	3	32	30	15	15	8	0	3	32	37	29							
	13+	63	33	28	41	19	6	6	--	--	--	--	--	0	6	24	33	36							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) DISASSEMBLE	0-6	45	30	29	68	4	0	0	25	36	25	11	4	0	4	61	18	18	X	13	9	15	31	30	16
	7-12	52	82	38	47	9	3	3	28	28	26	12	6	0	5	29	37	29							
	13+	54	36	40	51	3	3	3	--	--	--	--	--	0	0	34	37	29							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) SERVICE	0-6	45	27	46	35	12	8	0	28	20	8	32	12	0	0	23	50	27	X	7	7	15	36	24	18
	7-12	66	92	50	32	16	1	1	36	27	16	13	8	0	3	35	37	25							
	13+	69	53	52	29	17	2	0	--	--	--	--	--	2	6	24	38	30							
SWASHPLATE & SUPPORT ASSEMBLY PURGE	0-6	45	26	16	40	36	4	4	35	42	15	4	4	0	4	35	42	19	X	15	7	14	23	30	26
	7-12	55	79	34	43	20	3	0	29	36	19	10	5	0	4	32	33	31							
	13+	59	33	39	36	21	3	0	--	--	--	--	--	0	3	30	18	48							
CARGO DOOR INSTALL	0-6	44	26	12	40	44	0	4	28	36	36	0	0	0	0	44	36	20	X	3	3	3	9	41	44
	7-12	55	84	44	34	14	3	5	26	27	23	15	10	0	12	28	35	25							
	13+	55	33	50	33	10	0	7	--	--	--	--	--	0	3	24	36	36							
FUEL CONTROL UNIT CLEAN FUEL STRAINERS	0-6	46	26	4	24	52	8	12	27	27	19	19	8	0	4	27	62	8	X	13	5	12	16	48	20
	7-12	44	63	16	33	36	10	5	40	17	23	8	12	0	8	35	38	18							
	13+	63	50	24	30	26	7	13	--	--	--	--	--	0	2	32	38	28							
MAIN FUEL STRAINER (WAFER TYPE) DISASSEMBLE	0-6	44	29	15	30	44	7	4	41	30	19	7	4	0	4	30	44	22	X	16	5	9	21	39	26
	7-12	44	69	22	44	24	6	3	37	25	21	10	8	0	2	38	36	25							
	13+	55	31	30	43	17	3	7	--	--	--	--	--	0	6	29	32	32							
HYDRAULIC SYSTEM FILTERS (BED MODELS) REMOVE	0-6	44	32	28	41	25	3	3	21	35	6	26	10	0	6	32	45	16	X	14	3	7	17	37	36
	7-12	59	89	48	31	15	2	4	27	27	27	11	8	0	5	29	42	24							
	13+	60	45	36	38	24	0	2	--	--	--	--	--	0	2	26	42	30							
TRANSMISSION ASSEMBLY SERVICE	0-6	44	25	8	25	54	4	8	44	36	8	8	4	0	4	36	24	36	X	24	4	10	13	37	36
	7-12	48	72	19	37	31	3	10	39	22	21	10	7	0	1	38	33	28							
	13+	45	24	29	33	21	13	4	--	--	--	--	--	0	4	13	39	43							
COLLECTIVE LEVERS REMOVE	0-6	44	23	33	48	19	0	0	19	48	19	10	5	0	0	52	29	19	X	9	6	17	26	25	26
	7-12	64	75	66	23	11	0	0	14	28	32	15	10	0	1	29	43	26							
	13+	56	29	64	25	11	0	0	--	--	--	--	--	0	3	31	34	31							
CYCLIC CONTROL TUBES TROUBLESHOOT	0-6	43	20	21	47	26	5	0	17	50	22	11	0	0	6	50	33	11	X	6	10	26	40	19	5
	7-12	60	69	41	44	12	0	3	16	34	31	6	13	0	14	58	21	6							
	13+	57	30	30	56	11	4	0	--	--	--	--	--	0	7	57	29	7							
COLLECTIVE PITCH CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	0-6	43	24	50	25	17	4	4	13	46	17	17	8	0	17	43	26	13	X	6	5	8	29	36	23
	7-12	55	63	64	21	16	0	0	18	34	32	11	5	0	10	36	43	12							
	13+	52	31	54	39	7	0	0	--	--	--	--	--	0	3	31	45	21							

	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% 0 < 70%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
FIRST AID KITS INSTALL	0-6	43	30	17	40	33	7	3	23	30	27	16	10	0	3	10	20	67	X	2	1	2	5	22	70
	7-12	75	112	21	39	24	4	12	36	21	15	16	11	0	3	20	29	49							
	13+	79	59	16	49	20	5	11	--	--	--	--	--	0	0	21	25	54							
TAIL BOOM REMOVE	0-6	43	27	56	33	11	0	0	15	41	15	15	15	4	8	31	38	19	X	28	8	17	26	31	19
	7-12	63	71	45	48	6	2	0	13	42	26	14	4	1	3	35	39	22							
	13+	44	21	53	32	11	5	0	--	--	--	--	--	0	0	25	55	20							
MAIN FUEL STRAINER (WAFER TYPE) ASSEMBLE	0-6	43	29	15	31	42	8	4	42	31	19	4	4	0	4	31	46	19	X	17	5	11	18	40	25
	7-12	44	67	21	46	23	7	3	36	25	20	11	8	0	2	37	34	27							
	13+	60	31	27	47	17	3	7	--	--	--	--	--	0	6	26	32	35							
TRANSMISSION EXTERNAL OIL FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6	43	29	14	36	32	11	7	33	33	15	11	7	0	4	36	39	21	X	5	3	4	22	40	31
	7-12	65	82	42	34	16	7	1	37	28	13	15	8	0	3	38	39	20							
	13+	68	48	40	35	19	4	2	--	--	--	--	--	0	0	30	39	32							
MAIN ROTOR ASSEMBLY OBTAIN SERVICEABLE BLADES	0-6	43	18	47	29	24	0	0	14	35	26	18	6	0	0	35	41	24	X	8	4	8	25	35	29
	7-12	55	57	57	26	15	2	0	22	39	15	15	9	0	4	35	35	26							
	13+	57	27	57	22	22	0	0	--	--	--	--	--	0	0	25	42	33							
STABILIZER BAR DAMPERS SERVICE	0-6	43	26	32	44	24	0	0	44	40	16	6	0	0	4	52	36	8	X	4	5	9	33	31	21
	7-12	56	80	62	30	8	0	0	20	35	23	15	7	0	1	38	42	19							
	13+	59	34	65	24	12	0	0	--	--	--	--	--	0	3	32	29	35							
TAIL ROTOR PITCH CONTROL MECHANISM REMOVE	0-6	42	25	20	40	28	12	0	28	32	4	24	12	0	12	40	40	8	X	7	6	17	30	32	15
	7-12	73	98	45	36	12	2	4	22	42	18	10	9	0	5	45	34	16							
	13+	74	44	45	41	7	2	5	--	--	--	--	--	0	5	27	48	20							
SYNCHRONIZED ELEVATOR ADJUST	0-6	42	23	40	45	15	0	0	19	29	29	10	14	0	0	38	52	10	X	6	8	19	46	22	6
	7-12	56	72	50	41	7	0	1	13	29	33	17	7	1	13	36	40	11							
	13+	52	28	73	19	4	0	4	--	--	--	--	--	0	7	29	43	21							
SYNCHRONIZED ELEVATOR REMOVE	0-6	42	23	35	57	9	0	0	17	52	13	9	9	0	13	35	30	22	X	4	3	8	31	34	24
	7-12	80	107	56	30	11	2	1	20	38	20	13	9	0	6	39	38	17							
	13+	66	37	53	32	6	9	0	--	--	--	--	--	0	3	26	49	23							
LANDING GEAR SKID TUBE ASSEMBLY REMOVE	0-6	42	23	52	39	9	0	0	9	48	17	13	13	0	4	39	39	17	X	6	3	13	26	38	20
	7-12	70	85	62	34	4	0	0	18	40	22	11	9	0	7	34	37	22							
	13+	66	43	61	34	5	0	0	--	--	--	--	--	0	0	23	51	26							
FUEL CONTROL UNIT REPAIR BY REPLACING FILTER & O-RINGS	0-6	42	24	4	29	50	8	8	25	25	17	25	8	0	0	33	42	25	X	17	8	17	20	35	20
	7-12	44	63	27	39	22	8	3	30	30	23	8	10	0	7	26	38	30							
	13+	58	44	28	30	25	3	15	--	--	--	--	--	0	2	29	37	32							
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) REMOVE	0-6	42	23	32	55	5	9	0	23	41	18	9	9	0	0	41	41	18	X	9	10	15	30	31	15
	7-12	47	64	63	24	10	3	0	8	32	29	23	8	0	16	34	34	16							
	13+	52	30	48	34	14	3	0	--	--	--	--	--	0	3	34	34	28							
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) INSTALL	0-6	42	24	39	48	13	0	0	13	39	26	17	4	0	4	39	39	17	X	4	7	17	27	30	20
	7-12	68	87	69	25	6	0	0	8	32	32	19	9	0	5	35	36	24							
	13+	61	43	74	18	5	3	0	--	--	--	--	--	0	3	26	42	29							

MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) ASSEMBLE	0-6	42	27	28	68	0	0	4	24	36	24	12	4	0	0	60	24	16	x	11	8	23	27	27	15
	7-12	52	81	39	46	10	3	3	30	26	25	13	6	0	5	28	36	31							
	13+	54	32	43	47	7	3	0	--	--	--	--	--	0	0	33	33	33							
CYCLIC CONTROL TUBES RIG TO CYCLIC CONTROLS	0-6	41	19	5	79	16	0	0	39	39	11	6	6	0	11	50	28	11	x	6	18	29	35	19	4
	7-12	62	79	51	38	10	1	0	23	33	29	10	5	0	13	43	36	8							
	13+	63	32	43	47	7	0	3	--	--	--	--	--	0	10	43	33	13							
TAIL ROTOR CONTROL CABLES OBTAIN SERVICEABLE REPLACEMENT	0-6	41	24	26	39	26	4	4	21	33	25	8	13	0	17	33	33	17	x	4	6	8	24	39	23
	7-12	63	83	55	27	14	4	0	22	41	18	17	8	0	8	45	32	15							
	13+	63	42	38	35	13	13	3	--	--	--	--	--	0	5	38	40	17							
TAIL ROTOR CONTROL PULLEYS REMOVE	0-6	41	29	26	67	7	0	0	12	28	44	12	4	0	4	40	28	28	x	3	2	9	24	43	22
	7-12	58	95	55	39	3	2	0	16	30	29	15	10	0	10	33	39	18							
	13+	56	38	65	18	15	3	0	--	--	--	--	--	0	5	24	43	27							
ENGINE OIL COOLER INSTALL	0-6	41	21	42	58	0	0	0	16	58	16	5	5	0	0	47	42	11	x	17	4	19	25	31	21
	7-12	40	56	78	18	4	0	0	10	31	37	16	6	0	11	45	25	18							
	13+	35	17	88	0	13	0	0	--	--	--	--	--	0	6	25	50	19							
STABILIZER BAR RIG TO FLIGHT CONTROLS	0-6	41	14	50	29	21	0	0	7	57	14	14	7	0	0	43	36	21	x	15	14	30	28	20	8
	7-12	57	58	57	31	9	2	0	16	34	23	16	11	0	4	46	34	16							
	13+	52	28	58	33	8	0	0	--	--	--	--	--	0	4	20	60	16							
STABILIZER BAR DAMPERS RIG TO FLIGHT CONTROLS	0-6	41	23	35	52	13	0	0	13	43	13	22	9	4	4	17	57	17	x	6	14	26	25	27	8
	7-12	70	87	51	33	15	0	1	17	35	22	16	11	1	1	41	30	27							
	13+	65	40	53	39	6	3	0	--	--	--	--	--	0	0	20	46	34							
TAIL ROTOR CONTROL TUBES INSTALL	0-6	40	24	50	33	13	0	4	21	33	17	13	17	0	4	33	50	13	x	3	7	10	26	41	16
	7-12	62	82	49	30	14	3	4	21	41	19	8	12	0	10	41	33	15							
	13+	63	46	63	26	2	2	7	--	--	--	--	--	0	9	40	38	13							
TRANSMISSION SUMP PLUG REMOVE	0-6	40	26	29	38	25	4	4	29	50	8	8	4	0	4	33	33	29	x	6	3	5	14	38	40
	7-12	33	49	49	36	11	4	0	30	26	21	17	6	0	6	29	33	31							
	13+	34	22	48	33	10	0	10	--	--	--	--	--	0	0	32	27	41							
SWASHPLATE & SUPPORT ASSEMBLY SERVICE	0-6	40	21	16	26	42	11	5	32	42	16	11	0	0	5	42	42	11	x	9	5	10	25	34	25
	7-12	58	82	31	38	22	7	3	22	35	19	14	9	0	3	38	28	31							
	13+	56	29	31	34	21	10	3	--	--	--	--	--	0	3	21	41	34							
CYCLIC CONTROL STICK INSTALL	0-6	39	14	57	43	0	0	0	14	57	21	7	0	0	7	43	36	14	x	6	13	15	31	32	9
	7-12	57	70	67	23	9	0	2	17	31	36	9	7	0	21	43	27	9							
	13+	53	31	60	33	3	0	3	--	--	--	--	--	0	11	39	39	11							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY ADJUST	0-6	39	20	40	40	20	0	0	20	35	30	10	5	0	25	25	40	10	x	8	9	24	34	27	6
	7-12	59	68	33	39	20	5	3	20	42	22	12	5	2	11	45	31	12							
	13+	57	34	50	28	13	3	6	--	--	--	--	--	0	13	38	38	13							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY SERVICE	0-6	39	24	21	58	13	4	4	26	39	22	9	4	4	17	25	38	17	x	2	4	11	19	41	26
	7-12	66	81	32	33	20	11	5	30	35	13	14	8	1	6	42	35	15							
	13+	64	36	26	24	35	15	0	--	--	--	--	--	0	10	19	48	23							
TAIL BOOM INSTALL	0-6	39	19	32	58	11	0	0	17	44	22	11	6	0	0	44	50	6	x	28	9	19	26	28	18
	7-12	58	62	62	28	7	2	2	11	28	31	21	8	0	5	47	34	15							
	13+	39	15	80	20	0	0	0	--	--	--	--	--	0	7	33	33	27							
IRREVERSIBLE VALVES (B & D MODELS) REMOVE	0-6	39	19	21	63	5	11	0	22	56	11	6	6	0	0	33	50	17	x	18	5	9	26	38	22
	7-12	56	85	55	33	8	4	1	20	35	25	17	4	0	4	40	40	15							
	13+	48	24	67	21	8	0	4	--	--	--	--	--	0	17	21	29	33							
TRANSMISSION ASSEMBLY INSTALL	0-6	39	21	33	48	14	5	0	14	57	19	10	0	0	10	52	24	14	x	40	15	20	26	28	11
	7-12	52	63	58	37	5	0	0	17	25	28	18	12	2	3	45	34	16							
	13+	38	19	63	26	11	0	0	--	--	--	--	--	0	0	39	50	11							

Task				MECHANICS AND CREWCHIEFS																		SUPERVISORS							
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX) INSTALL	0-6	39	25	33	50	13	4	0	32	35	[illegible]	17	0	0	6	48	42	12	X	5	6	16	24	11	23
	7-12	57	43	76	22	3	0	0	15	23	27	15	9	0	3	45	34	19							
	13+	50	31	67	27	7	0	0	--	--	--	--	--	0	0	35	29	35							
STABILIZER BAR SERVICE	0-6	37	23	14	52	24	10	0	27	32	27	5	5	0	5	50	32	14	X	10	5	10	27	35	23
	7-12	46	58	31	22	29	11	7	25	24	21	13	7	0	2	43	36	22							
	13+	47	27	33	29	24	5	10	--	--	--	--	--	0	3	14	45	41							
CYCLIC CONTROL STICK RIG TO CYCLIC CONTROLS	0-6	33	15	33	53	14	0		23	46	15	8	8	0	10	56	15	15	X	10	18	25	42	13	2
	7-12	52	71	51	35	13	0	1	17	39	42	[illegible]	[illegible]	[illegible]	17	43	29	7							
	13+	51	24	57	39	0	0	4	--	--	--	--	--	0	5	52	33	10							
TAIL ROTOR PITCH CONTROL MECHANISM OBTAIN SERVICEABLE REPLACEMENT	0-6	34	23	32	32	23	4	5	12	55	15	14	[illegible]	0	3	45	25	15	X	2	6	8	23	41	23
	7-12	55	30	46	35	16	3	3	17	36	35	13	5	1	7	45	23	20							
	13+	65	34	61	39	3	4	5	--	--	--	--	--	0	2	43	35	11							
TROOP SEATS ASSEMBLE	0-6	38	35	20	46	20	6	17	22	26	15	[illegible]	[illegible]	[illegible]	6	35	40	30	X	15	1	2	11	31	55
	7-12	56	75	30	26	17	9	17	36	23	21	8	11	0	5	15	33	46							
	13+	65	43	33	31	26	2	9	--	--	--	--	--	9	6	26	[illegible]	17							
[illegible] INSTALL	0-6	34	35	37	53	6	5	0	5	63	12	5	6	0	3	47	62	11	X	6	3	7	12	33	33
	7-12	47	67	66	30	3	0	2	18	32	33	12	[illegible]	0	5	[illegible]	41	26							
	13+	55	31	63	28	3	0	6	--	--	--	--	--	[illegible]	[illegible]	29	35	35							
MAIN FUEL FILTER ASSEMBLY (ELEC [illegible] TYPE) REMOVE	0-6	39	23	9	35	35	4	17	45	16	[illegible]	[illegible]	[illegible]	[illegible]	6	45	27	23	X	14	5	7	13	43	31
	7-12	45	71	33	36	26	7	1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	3	[illegible]	37	30							
	13+	55	31	40	47	7	7	[illegible]	--	--	--	--	--	0	3	[illegible]	33	45							
IRREVERSIBLE VALVES (D & H MODELS) INSTALL	0-6	34	25	56	43	4	0	[illegible]	33	43	12	1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	42	26	X	14	9	13	25	37	[illegible]
	7-12	61	90	65	24	9	1	[illegible]	25	22	42	15	[illegible]	1	[illegible]	[illegible]	35	28							
	13+	54	74	49	15	11	3	[illegible]	--	--	--	--	--	3	3	[illegible]	56	31							
TRANSMISSION CHIP DETECTOR ([illegible] ELECTRICAL) TROUBLESHOOT	0-6	33	17	6	35	29	12	18	67	12	18	12	[illegible]	6	6	[illegible]	41	13	X	12	2	14	27	25	23
	7-12	36	63	51	37	7	[illegible]	[illegible]	23	25	27	15	[illegible]	[illegible]	4	31	25	40							
	13+	32	73	56	33	6	[illegible]	[illegible]	--	--	--	--	--	[illegible]	6	26	40	35							
MAIN ROTOR MAST ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	39	17	29	53	6	6	6	31	25	31	13	[illegible]	0	[illegible]	51	25	19	X	13	5	7	24	35	10
	7-12	37	44	66	31	5	0	0	17	35	33	17	2	0	2	34	33	26							
	13+	33	17	76	18	6	0	0	--	--	--	--	--	0	3	26	47	29							
TAIL ROTOR ASSEMBLY TROUBLESHOOT	0-6	33	15	13	40	7	27	13	21	50	15	16	0	0	7	33	47	13	X	6	16	21	36	12	7
	7-12	47	52	42	26	10	4	12	22	41	26	7	4	2	2	17	35	20							
	13+	62	32	26	33	15	15	11	--	--	--	--	--	0	0	31	34	31							
CYCLIC CONTROL STICK TROUBLESHOOT	0-6	37	17	24	35	29	6	6	6	76	6	12	6	0	15	25	29	6	X	9	19	25	39	16	7
	7-12	43	42	46	46	8	0	0	12	[illegible]	38	17	2	0	14	50	26	10							
	13+	51	76	44	44	8	4	0	--	--	--	--	--	0	4	54	33	4							
COLLECTIVE PITCH & POWER CONTROL LEVER REMOVE	0-6	37	17	18	82	0	0	0	23	40	33	7	0	0	0	41	29	29	X	6	9	16	29	37	15
	7-12	55	74	55	32	11	1	1	5	41	37	19	9	0	19	39	35	7							
	13+	53	22	50	50	0	0	0	--	--	--	--	--	0	10	45	40	[illegible]							

MAIN FUEL LINE STRAINER (LAST CHANCE) INSTALL	0-6	37	25	22	39	39	0	0	33	29	21	8	8	0	8	38	29	25	X	10	5	12	9	46	28
	7-12	45	67	37	31	23	8	2	30	35	17	13	5	0	6	36	33	25							
	13+	49	25	39	30	22	4	4	--	--	--	--	--	0	4	33	33	29							
ENGINE OIL FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6	37	20	26	32	32	0	11	39	56	0	6	0	0	6	44	39	11	X	4	3	5	21	40	31
	7-12	51	80	39	37	16	3	5	34	23	22	13	8	0	5	32	33	30							
	13+	43	26	38	50	4	4	4	--	--	--	--	--	0	0	35	38	27							
# TAIL ROTOR CONTROL HYDRAULIC CYLINDER INSTALL	0-6	37	22	36	55	9	0	0	19	48	19	10	5	0	14	43	38	5	X	4	6	13	24	39	19
	7-12	55	72	68	26	5	0	2	9	28	36	18	9	0	6	37	33	24							
	13+	54	27	63	26	11	0	0	--	--	--	--	--	0	7	19	44	30							
TRANSMISSION LIFT LINK REMOVE	0-6	37	24	42	46	13	0	0	30	43	13	9	4	0	6	43	39	13	X	34	5	18	26	33	18
	7-12	52	77	58	36	6	0	0	16	26	27	21	10	0	3	37	39	21							
	13+	32	19	84	11	5	0	0	--	--	--	--	--	0	5	11	42	42							
STABILIZER BAR DISASSEMBLE	0-6	37	18	39	50	11	0	0	6	56	22	11	6	0	11	39	39	11	X	57	17	15	38	25	6
	7-12	37	38	56	26	12	6	0	22	33	19	11	14	0	0	39	42	19							
	13+	41	21	56	33	11	0	0	--	--	--	--	--	0	0	29	53	18							
SCISSORS AND SLEEVE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	37	20	16	53	21	5	5	29	47	12	12	0	0	6	50	33	11	X	5	6	4	26	35	29
	7-12	48	58	60	33	8	0	0	15	37	24	15	9	0	5	38	36	20							
	13+	46	25	67	21	13	0	0	--	--	--	--	--	0	0	36	32	32							
SWASHPLATE & SUPPORT ASSEMBLY RIG TO FLIGHT CONTROLS	0-6	37	12	45	45	9	0	0	17	42	25	17	0	0	8	50	33	8	X	13	17	31	21	21	10
	7-12	54	48	59	36	5	0	0	9	35	26	14	16	0	2	48	25	25							
	13+	51	24	59	36	5	0	0	--	--	--	--	--	0	0	35	43	22							
CYCLIC CONTROL STICK REMOVE	0-6	36	14	54	38	8	0	0	8	31	15	23	23	0	15	38	31	15	X	6	8	15	26	37	14
	7-12	59	68	53	42	5	0	0	10	44	26	10	9	0	10	35	47	7							
	13+	60	34	65	32	3	0	0	--	--	--	--	--	6	6	36	36	15							
ENGINE TAIL PIPE FAIRING (COWLING) INSTALL	0-6	36	23	17	30	39	9	4	32	32	27	5	5	0	9	36	36	18	X	6	2	3	16	33	46
	7-12	53	86	28	40	16	6	10	39	24	15	16	6	0	4	34	32	30							
	13+	52	30	31	52	10	3	3	--	--	--	--	--	0	3	27	27	43							
SYNCHRONIZED ELEVATOR *RIG TO CYCLIC CONTROLS	0-6	36	33	45	48	6	0	0	16	32	32	6	13	0	10	39	42	10	X	5	12	19	41	24	3
	7-12	55	125	64	26	9	1	0	13	29	38	16	5	1	6	35	41	18							
	13+	60	58	67	24	6	2	2	--	--	--	--	--	0	7	28	46	19							
LANDING GEAR CROSS TUBE INSPECT FOR DEFLECTION	0-6	36	19	32	42	5	0	21	11	42	32	11	5	0	16	37	37	11	X	3	5	17	29	34	15
	7-12	55	67	40	22	14	8	16	22	28	25	15	11	0	5	43	29	23							
	13+	66	42	50	25	14	0	11	--	--	--	--	--	0	3	25	47	25							
ENGINE INDUCTION BAFFLE REMOVE	0-6	36	19	6	44	28	11	11	28	28	22	17	6	0	0	39	50	11	X	18	2	8	20	34	36
	7-12	46	62	31	27	27	2	14	52	23	13	7	5	0	3	27	43	27							
	13+	48	32	7	50	29	4	11	--	--	--	--	--	0	7	21	34	38							
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) INSTALL	0-6	36	18	61	22	11	6	0	11	61	11	0	17	0	6	39	33	22	X	9	10	21	27	30	12
	7-12	55	66	64	30	7	0	0	11	34	34	18	3	0	11	40	37	13							
	13+	48	33	70	23	3	3	0	--	--	--	--	--	0	3	23	67	7							
ENGINE OIL LINES REMOVE	0-6	36	20	30	50	5	15	0	11	42	26	16	5	0	15	40	30	15	X	15	2	7	15	47	29
	7-12	35	40	67	21	10	3	0	20	33	20	15	13	0	5	35	43	18							
	13+	46	28	58	25	17	0	0	--	--	--	--	--	0	0	48	40	12							
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) *REPAIR BY REPLACING O-RINGS	0-6	36	41	32	45	13	5	5	37	39	11	5	8	0	5	32	37	26	X	7	2	11	25	31	31
	7-12	42	119	53	31	8	3	5	29	28	21	14	8	0	7	30	31	32							
	13+	47	61	29	51	11	7	2	--	--	--	--	--	0	4	27	33	36							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES DISASSEMBLE	0-6	36	18	50	13	31	6	0	18	35	12	29	6	0	0	22	50	28	X	46	9	19	42	15	15
	7-12	37	44	62	24	7	5	2	19	29	29	14	10	0	7	31	43	19							
	13+	39	22	59	35	6	0	0	--	--	--	--	--	0	0	33	39	28							

Task	MECHANICS AND CREWCHIEFS Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					SUPERVISORS % Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES ASSEMBLE	0-6	36	20	55	17	28	6	0	16	32	16	26	11	0	0	26	47	26	X	41	10	26	32	21	11
	7-12	47	45	60	26	7	5	2	16	33	30	12	9	0	7	35	40	19							
	13+	38	22	57	35	6	0	0	--	--	--	--	--	0	0	44	28	29							
COLLECTIVE LEVERS DISASSEMBLE	0-6	36	16	40	40	20	0	0	20	53	20	0	7	0	0	40	47	13	X	35	16	18	30	24	13
	7-12	49	53	60	34	6	0	0	12	26	36	12	14	0	0	31	47	22							
	13+	42	22	67	29	6	0	0	--	--	--	--	--	5	5	27	36	27							
COLLECTIVE LEVERS ASSEMBLE	0-6	36	17	38	44	19	0	0	25	44	19	6	6	0	0	44	44	13	X	36	15	23	28	25	9
	7-12	51	55	60	33	9	0	0	12	29	35	17	17	0	0	33	46	21							
	13+	44	22	77	14	9	0	0	--	--	--	--	--	0	9	23	36	32							
TAIL ROTOR ASSEMBLY PURGE	0-6	36	23	18	36	32	5	9	17	39	22	13	9	0	4	35	48	13	X	3	4	10	24	31	31
	7-12	57	92	30	10	33	7	1	29	29	27	10	4	0	1	37	38	23							
	13+	61	31	30	43	17	[illegible]	7	--	--	--	--	--	0	0	30	37	33							
COLLECTIVE PITCH & POWER CONTROL LEVER TROUBLESHOOT	0-6	35	17	25	50	25	0	0	41	50	6	6	6	0	6	56	19	19	X	7	22	26	37	14	2
	7-12	47	51	44	40	13	2	2	4	33	40	13	6	0	18	41	35	6							
	13+	49	19	26	47	26	0	0	--	--	--	--	--	0	0	61	33	6							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	35	18	25	50	19	0	6	15	54	15	8	8	0	15	38	38	8	X	4	5	11	23	38	24
	7-12	44	70	54	37	11	0	3	15	32	35	9	9	1	13	36	29	22							
	13+	43	19	44	39	11	6	0	--	--	--	--	--	6	0	29	47	18							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY REMOVE	0-6	35	19	13	59	18	0	6	7	57	29	7	0	0	29	29	29	14	X	4	7	16	25	38	15
	7-12	43	74	54	24	18	3	1	14	32	39	8	8	0	15	43	26	16							
	13+	46	23	41	27	18	9	5	--	--	--	--	--	0	0	38	43	19							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY INSTALL	0-6	35	18	44	22	33	0	0	22	28	22	17	11	0	17	22	44	17	X	3	8	19	30	31	12
	7-12	51	62	38	38	14	7	3	16	38	20	16	10	2	10	37	35	17							
	13+	52	31	38	31	21	7	3	--	--	--	--	--	0	11	22	52	15							
FORCE GRADIENT ASSEMBLIES REMOVE	0-6	35	21	43	52	0	5	0	10	50	40	0	0	0	10	55	30	5	X	7	3	11	36	30	21
	7-12	56	86	59	30	10	1	0	5	35	35	16	9	0	8	36	40	16							
	13+	58	38	62	29	9	0	0	--	--	--	--	--	0	8	32	32	27							
TRANSMISSION COWLING ADJUST	0-6	35	17	29	29	29	0	12	31	31	25	13	0	0	7	40	40	13	X	6	3	7	20	39	31
	7-12	35	50	36	36	16	4	9	27	23	25	17	8	0	8	29	39	24							
	13+	49	24	61	17	17	0	4	--	--	--	--	--	0	4	33	33	29							
LANDING GEAR CROSS TUBE INSTALL	0-6	35	16	50	44	6	0	0	33	47	7	13	0	0	13	53	13	20	X	6	5	12	25	37	20
	7-12	55	73	70	21	9	0	0	10	36	25	22	7	3	5	30	38	23							
	13+	49	23	67	24	10	0	0	--	--	--	--	--	0	9	26	17	48							
ENGINE INDUCTION BAFFLE INSTALL	0-6	35	19	11	28	33	17	11	47	12	24	12	6	0	6	35	53	6	X	18	3	8	19	34	35
	7-12	31	44	25	35	13	15	13	37	24	24	7	7	0	5	17	44	34							
	13+	50	28	30	19	37	0	15	--	--	--	--	--	0	4	29	25	43							
OIL COOLER TURBO-BLOWER INSTALL	0-6	35	19	29	71	0	0	0	12	35	24	18	12	0	6	29	47	18	X	16	5	10	29	35	21
	7-12	42	59	72	24	4	0	0	13	35	29	15	9	0	9	41	34	16							
	13+	42	74	78	17	4	0	0	--	--	--	--	--	0	9	26	30	35							

CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY	0-6	35	21	38	43	19	0	0	20	40	20	15	5	0	14	38	24	24	X	6	5	4	26	38	26
OBTAIN SERVICEABLE REPLACEMENT	7-12	54	70	59	29	11	2	0	20	32	25	12	11	0	5	38	29	29							
	13+	48	25	50	36	14	0	0	--	--	--	--	--	0	4	26	43	26							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER	0-6	35	14	38	62	0	0	0	21	36	14	14	14	0	0	43	50	7	X	4	4	10	26	34	25
REMOVE	7-12	60	75	76	21	1	1	0	13	32	35	14	7	0	6	38	31	26							
	13+	63	39	69	23	9	0	0	--	--	--	--	--	0	8	35	32	24							
TRANSMISSION OIL JETS	0-6	35	18	56	22	17	6	0	28	33	22	6	11	0	0	41	35	24	X	11	5	9	30	35	22
REPAIR BY REPLACING O-RINGS	7-12	56	75	59	23	11	4	3	28	24	24	15	8	0	5	35	30	30							
	13+	56	42	59	24	8	5	3	--	--	--	--	--	0	3	38	27	32							
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX)	0-6	35	18	22	61	6	6	6	29	53	6	12	0	0	12	35	29	24	X	5	3	7	23	36	31
OBTAIN SERVICEABLE REPLACEMENT	7-12	46	63	65	33	2	0	0	18	35	28	13	5	0	2	36	38	25							
	13+	41	25	75	21	4	0	0	--	--	--	--	--	0	4	28	24	44							
STABILIZER BAR	0-6	35	16	38	50	13	0	0	6	50	25	13	6	0	13	38	38	13	X	56	17	20	33	24	6
ASSEMBLE	7-12	38	39	57	26	11	6	0	22	32	22	11	14	0	0	43	38	19							
	13+	40	21	56	33	11	0	0	--	--	--	--	--	0	0	29	53	18							
TAIL ROTOR ASSEMBLY	0-6	35	18	24	59	0	0	18	19	50	13	19	0	0	13	50	31	6	X	66	31	19	31	14	5
ASSEMBLE HUB ASSEMBLY	7-12	22	21	45	25	25	5	0	33	33	33	0	0	0	0	37	32	32							
	13+	36	16	40	40	13	7	0	--	--	--	--	--	0	0	44	19	38							
COLLECTIVE PITCH CONTROL TUBES	0-6	34	18	35	41	6	12	6	28	39	17	17	0	6	12	47	24	12	X	8	18	19	38	22	3
RIG TO COLLECTIVE CONTROLS	7-12	50	50	58	22	20	0	0	4	41	33	15	7	0	16	39	39	7							
	13+	56	29	64	21	11	0	4	--	--	--	--	--	0	4	33	44	19							
MAGNETIC BRAKE ASSEMBLY	0-6	34	17	65	35	0	0	0	13	56	25	6	0	0	0	75	25	0	X	11	4	14	31	33	19
INSTALL	7-12	41	63	61	34	5	0	0	6	33	30	17	13	2	6	37	41	14							
	13+	44	24	68	23	5	5	0	--	--	--	--	--	0	9	26	43	22							
PILOT OR COPILOT SEAT	0-6	34	20	28	39	6	11	17	22	28	33	11	6	0	11	44	17	28	X	7	2	3	13	35	48
ADJUST	7-12	62	82	25	38	21	12	5	37	23	17	12	12	0	5	25	32	38							
	13+	59	42	42	25	25	3	6	--	--	--	--	--	0	3	26	32	39							
PILOT OR COPILOT DOOR	0-6	34	22	33	52	10	5	0	20	45	30	5	0	0	0	45	25	30	X	3	3	8	17	31	41
OBTAIN SERVICEABLE REPLACEMENT	7-12	40	62	61	27	9	4	0	25	22	30	13	10	0	3	38	32	27							
	13+	52	31	59	31	7	3	0	--	--	--	--	--	0	3	30	33	33							
WHIP ANTENNA	0-6	34	23	35	39	22	4	0	14	68	9	5	5	0	5	45	36	14	X	29	4	4	12	44	35
INSTALL	7-12	37	49	44	33	20	0	2	19	28	26	17	11	0	4	29	29	38							
	13+	35	19	53	47	0	0	0	--	--	--	--	--	0	5	26	42	26							
HYDRAULIC SYSTEM FILTERS (BCD MODELS)	0-6	34	19	18	47	35	0	0	24	59	12	6	0	0	0	41	35	24	X	14	6	4	22	42	26
OBTAIN SERVICEABLE REPLACEMENT	7-12	44	71	35	35	19	9	1	31	28	24	12	6	0	3	36	28	33							
	13+	56	34	35	47	12	3	3	--	--	--	--	--	0	6	35	21	38							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES	0-6	34	20	16	53	11	16	5	16	58	16	5	5	0	5	47	26	21	X	6	5	6	25	35	29
OBTAIN SERVICEABLE REPLACEMENT	7-12	45	59	69	22	6	2	2	21	34	27	14	4	0	4	43	30	23							
	13+	44	26	68	28	0	0	4	--	--	--	--	--	0	4	46	33	17							
COLLECTIVE PITCH CONTROL TUBES	0-6	33	17	40	40	13	7	0	25	31	19	13	13	0	0	44	44	13	X	7	15	21	40	21	3
TROUBLESHOOT	7-12	46	41	40	30	25	0	5	12	34	29	15	10	0	7	44	39	10							
	13+	45	16	47	33	7	13	0	--	--	--	--	--	0	0	53	40	7							
TAIL ROTOR CONTROL TUBES	0-6	33	16	47	33	13	7	0	21	36	7	29	7	0	7	43	36	14	X	4	5	8	25	38	24
OBTAIN SERVICEABLE REPLACEMENT	7-12	47	70	50	34	10	3	3	16	36	31	7	9	0	13	47	25	15							
	13+	45	20	58	32	5	5	0	--	--	--	--	--	0	0	35	50	15							
TAIL ROTOR CONTROL PULLEYS	0-6	33	22	57	33	10	0	0	14	48	14	15	5	0	5	55	32	9	X	3	4	11	24	41	20
INSTALL	7-12	60	85	61	28	8	4	0	20	34	28	11	8	0	6	33	44	16							
	13+	55	33	58	26	6	6	3	--	--	--	--	--	0	0	32	42	26							

Task	MECHANICS AND CREWCHIEFS																		SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	X ≥ 20% 0 - 20%	0	1	2	3	4	5
JUMP SEATS ASSEMBLE	0-6	33	20	20	30	25	20	5	16	26	42	16	0	0	5	16	32	47	X	25	1	2	12	25	59
	7-12	44	61	25	32	19	5	20	31	27	17	12	14	0	3	18	33	45							
	13+	63	48	44	16	21	12	7	--	--	--	--	--	0	0	20	39	41							
WINDSHIELDS & CHIN BUBBLES INSTALL	0-6	33	21	25	70	5	0	0	14	41	24	5	10	0	0	57	38	5	X	12	4	11	28	38	19
	7-12	51	67	58	35	5	2	0	15	33	27	19	6	2	6	35	37	20							
	13+	51	27	65	19	12	4	0	--	--	--	--	--	0	0	26	41	33							
WINDSHIELDS & CHIN BUBBLES REMOVE	0-6	33	19	28	67	6	0	0	11	53	11	11	16	0	11	32	42	16	X	11	2	6	21	42	23
	7-12	52	67	59	34	6	2	0	24	26	30	14	6	0	3	44	29	24							
	13+	49	39	64	20	8	4	4	--	--	--	--	--	0	7	26	37	30							
WHIP ANTENNA REMOVE	0-6	33	23	35	52	9	4	0	23	41	14	5	16	0	4	39	22	35	X	29	4	4	12	44	35
	7-12	45	61	47	35	11	4	4	25	31	31	10	3	0	2	27	36	36							
	13+	36	22	42	47	0	0	11	--	--	--	--	--	0	5	11	53	32							
TAIL ROTOR DRIVE SHAFT COVERS REMOVE	0-6	33	22	32	23	23	9	14	27	27	14	18	14	0	9	32	27	32	X	8	1	3	16	39	42
	7-12	44	63	46	23	14	5	12	33	33	18	10	5	0	7	28	32	33							
	13+	51	31	41	19	15	7	19	--	--	--	--	--	0	0	25	36	39							
TAIL ROTOR DRIVE SHAFT COVERS INSTALL	0-6	33	22	25	40	15	15	5	35	40	20	5	0	0	10	30	35	25	X	4	1	4	17	37	42
	7-12	33	46	43	32	11	2	11	27	16	23	25	9	0	11	33	16	40							
	13+	38	19	72	17	11	0	0	--	--	--	--	--	0	6	6	50	39							
MAIN FUEL LINE STRAINER (LAST CHANCE) REMOVE	0-6	33	21	19	52	19	10	0	14	33	19	19	14	0	14	19	52	14	X	10	5	8	10	49	29
	7-12	52	69	33	37	29	2	0	33	25	19	12	10	0	6	52	25	16							
	13+	62	42	48	23	26	2	2	--	--	--	--	--	0	2	32	34	32							
ENGINE BEARING OIL STRAINERS REMOVE	0-6	33	25	18	32	27	14	9	48	17	22	9	4	0	4	43	26	26	X	17	4	10	16	35	34
	7-12	39	57	30	19	33	17	2	33	24	20	15	7	0	2	39	32	27							
	13+	66	45	27	36	27	0	11	--	--	--	--	--	0	2	24	24	49							
TAIL ROTOR DRIVE SHAFT OBTAIN SERVICEABLE REPLACEMENT	0-6	33	21	48	38	10	0	5	45	15	25	10	5	0	10	38	29	24	X	6	4	5	25	36	29
	7-12	52	67	67	22	5	2	5	26	27	32	6	9	0	6	31	35	29							
	13+	44	31	81	12	0	4	4	--	--	--	--	--	0	0	26	26	48							
MAIN ROTOR ASSEMBLY * RIG ROTOR ASSEMBLY	0-6	33	27	15	56	11	4	15	31	45	15	4	4	0	4	31	46	19	X	24	24	30	24	17	5
	7-12	46	75	56	31	13	0	0	15	39	24	13	8	0	7	43	33	17							
	13+	55	47	49	39	10	2	0	--	--	--	--	--	0	2	29	51	19							
COLLECTIVE PITCH & POWER CONTROL LEVER * INSTALL	0-6	32	29	34	62	3	0	0	19	37	37	4	4	0	11	48	19	22	X	6	13	20	29	24	13
	7-12	44	103	56	34	8	2	0	10	26	36	19	8	0	14	39	41	6							
	13+	51	50	49	40	9	2	0	--	--	--	--	--	0	2	49	36	13							
TAIL ROTOR CONTROL TUBES RIG TO TAIL ROTOR CONTROLS	0-6	32	11	30	40	20	10	0	30	30	20	10	10	0	0	45	36	18	X	3	15	20	39	21	5
	7-12	58	63	54	26	11	4	5	20	34	23	10	8	2	15	33	37	13							
	13+	56	36	66	23	9	0	3	--	--	--	--	--	0	9	40	37	14							
TAIL ROTOR CONTROL CHAIN OBTAIN SERVICEABLE REPLACEMENT	0-6	32	20	47	47	5	0	0	16	58	16	5	5	0	10	50	25	15	X	3	4	11	24	41	21
	7-12	63	90	58	27	12	1	1	14	40	29	10	7	0	5	41	34	19							
	13+	65	42	43	43	13	0	3	--	--	--	--	--	0	2	34	41	22							

JUMP SEATS DISASSEMBLE	0-6	32	18	22	33	22	17	6	12	24	41	24	0	0	6	12	29	53	x	25	1	2	14	22	60
	7-12	39	57	23	36	19	4	19	29	24	18	15	15	0	2	21	32	45							
	13+	56	44	44	15	21	13	6	--	--	--	--	--	0	0	21	38	41							
TROOP SEATS DISASSEMBLE	0-6	32	21	24	43	24	0	10	21	21	32	26	0	0	5	26	32	37	x	20	1	2	11	27	58
	7-12	50	71	28	28	17	9	17	34	20	23	9	14	0	3	21	29	47							
	13+	57	46	44	20	29	2	5	--	--	--	--	--	0	0	24	38	38							
PILOT OR COPILOT DOOR SERVICE	0-6	32	17	12	65	18	6	0	24	18	12	24	24	0	12	29	18	41	x	2	3	3	10	39	45
	7-12	59	77	25	47	18	4	7	34	25	22	8	11	0	5	30	30	34							
	13+	66	42	32	47	16	0	5	--	--	--	--	--	0	3	16	45	37							
SYNCHRONIZED ELEVATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	32	16	27	73	0	0	0	21	57	21	0	0	0	7	29	50	14	x	6	3	5	23	39	30
	7-12	46	61	53	32	8	5	2	18	23	37	18	5	0	10	31	39	21							
	13+	44	23	76	19	0	0	5	--	--	--	--	--	0	4	26	30	39							
INDUCTION SYSTEM AIR FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6	32	19	24	65	6	0	6	39	28	11	17	6	0	6	44	22	28	x	5	3	8	20	38	32
	7-12	39	61	48	35	7	2	7	18	24	38	11	9	2	2	23	30	44							
	13+	51	31	66	14	14	0	7	--	--	--	--	--	0	3	23	27	47							
ENGINE OIL TANK INSTALL	0-6	32	18	44	50	0	0	6	0	29	53	12	6	0	6	35	53	6	x	8	3	7	18	38	34
	7-12	41	55	72	26	2	0	0	13	35	27	21	4	0	4	44	27	25							
	13+	45	22	82	14	5	0	0	--	--	--	--	--	0	9	23	27	41							
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) OBTAIN SERVICEABLE REPLACEMENT	0-6	32	18	6	69	13	6	6	38	31	19	6	6	0	6	31	31	31	x	3	4	5	20	40	31
	7-12	36	57	59	24	16	2	0	27	22	31	11	9	0	2	29	36	34							
	13+	45	27	53	22	7	4	4	--	--	--	--	--	0	0	19	44	37							
TRANSMISSION PYLON ISOLATION MOUNT REMOVE	0-6	32	12	42	25	33	0	0	0	50	33	8	8	0	8	58	17	17	x	32	10	13	33	32	12
	7-12	47	48	61	23	14	2	0	15	24	37	17	7	0	4	30	39	26							
	13+	29	16	86	7	0	7	0	--	--	--	--	--	0	14	21	50	14							
TRANSMISSION MAGNETIC SUMP PLUG OBTAIN SERVICEABLE REPLACEMENT	0-6	32	18	50	33	0	6	11	28	11	39	11	11	0	6	56	22	22	x	9	4	6	25	32	33
	7-12	39	44	68	13	11	5	3	36	31	14	5	14	0	5	36	36	24							
	13+	45	30	40	40	12	4	4	--	--	--	--	--	0	0	19	42	38							
STABILIZER BAR DAMPERS OBTAIN SERVICEABLE REPLACEMENT	0-6	32	16	31	56	13	0	0	31	44	0	25	0	0	7	33	47	13	x	5	6	5	27	35	26
	7-12	53	73	77	17	5	2	0	13	34	30	16	7	0	4	37	34	24							
	13+	52	30	66	28	3	3	0	--	--	--	--	--	0	0	33	33	33							
SWASHPLATE & SUPPORT ASSEMBLY - DISASSEMBLE	0-6	32	10	50	50	0	0	0	20	60	10	0	10	0	0	60	30	10	x	59	22	26	24	22	6
	7-12	35	30	48	48	3	0	0	14	32	29	18	7	0	0	54	29	18							
	13+	38	15	38	62	0	0	0	--	--	--	--	--	0	0	36	50	14							
CYCLIC CONTROL STICK REPAIR	0-6	31	16	19	63	13	6	0	7	64	21	7	0	0	7	36	43	14	0	45	23	31	34	10	1
	7-12	42	48	52	43	5	0	0	17	23	43	6	11	0	21	55	19	4							
	13+	40	22	48	48	5	0	0	--	--	--	--	--	0	10	40	45	5							
PILOT OR COPILOT SEAT * SERVICE	0-6	31	35	24	36	30	3	6	28	34	25	6	6	0	9	41	25	25	x	7	2	3	16	33	47
	7-12	53	153	26	42	25	3	4	32	29	21	9	9	1	3	25	35	36							
	13+	54	71	37	42	17	2	3	--	--	--	--	--	2	2	21	42	33							
ENGINE OIL FILTER TROUBLESHOOT	0-6	31	14	21	36	21	14	7	43	21	14	14	7	0	7	21	64	7	x	14	8	14	32	30	16
	7-12	42	54	40	34	23	0	4	30	28	21	9	11	4	7	33	22	33							
	13+	46	32	18	29	36	14	4	--	--	--	--	--	0	0	25	36	39							
TRANSMISSION PYLON ISOLATION MOUNT * INSTALL	0-6	31	25	40	44	16	0	0	12	48	20	16	4	0	4	56	28	12	x	32	10	17	31	32	11
	7-12	44	94	63	24	13	1	0	12	33	31	16	8	0	3	35	38	23							
	13+	32	37	80	14	3	3	0	--	--	--	--	--	0	9	26	46	20							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	31	19	31	31	19	13	6	33	39	6	17	6	0	0	41	41	18	x	14	3	6	23	36	33
	7-12	37	51	50	25	21	4	0	36	26	17	15	6	0	2	35	33	29							
	13+	48	30	31	45	21	0	3	--	--	--	--	--	0	0	30	30	40							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS # Times Performed First Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					SUPERVISORS % Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 - 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TRANSMISSION LIFT LINK INSTALL	0-6	31	16	50	38	6	6	0	0	50	25	25	0	0	6	31	44	19	X	34	9	18	26	32	16
	7-12	49	64	69	25	5	2	0	23	34	21	16	6	0	11	34	34	21							
	13+	32	19	81	13	0	0	6	--	--	--	--	--	0	0	24	53	24							
MAIN ROTOR MAST ASSEMBLY REPAIR	0-6	31	12	33	25	42	0	0	27	36	18	18	0	0	0	25	50	25	0	74	34	22	36	6	3
	7-12	21	18	31	38	19	13	0	22	22	39	6	11	0	0	65	29	6							
	13+	22	11	33	56	11	0	0	--	--	--	--	--	0	0	33	33	33							
MAIN ROTOR ASSEMBLY TROUBLESHOOT	0-6	31	16	0	43	14	7	36	67	13	7	7	7	0	0	33	60	7	X	9	12	30	33	21	4
	7-12	55	70	34	[illegible]	16	6	13	19	23	29	21	8	0	9	47	22	22							
	13+	49	22	35	20	35	5	5	--	--	--	--	--	0	10	38	33	19							
STABILIZER BAR OBTAIN SERVICEABLE REPLACEMENT	0-6	31	10	30	70	0	0	0	0	30	40	20	10	0	0	50	50	0	X	11	5	5	28	35	26
	7-12	39	37	66	29	3	3	0	25	31	19	11	14	0	0	47	31	22							
	13+	47	21	59	35	6	0	0	--	--	--	--	--	0	0	22	50	28							
CYCLIC CONTROL STICK OBTAIN SERVICEABLE REPLACEMENT	0-6	30	16	25	50	25	0	0	7	57	21	14	0	0	0	43	43	14	X	9	7	7	26	37	23
	7-12	51	72	61	35	1	1	1	18	41	28	4	8	0	14	39	28	18							
	13+	51	28	56	41	0	4	0	--	--	--	--	--	0	16	20	52	12							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY DISASSEMBLE	0-6	30	14	17	58	25	0	0	18	55	18	9	0	0	27	45	18	9	X	33	13	25	18	26	6
	7-12	36	49	64	30	6	0	0	13	34	34	11	9	0	21	44	25	10							
	13+	40	19	44	28	22	6	0	--	--	--	--	--	0	0	28	56	17							
TAIL ROTOR CONTROL QUADRANT REMOVE	0-6	30	17	50	50	0	0	0	13	25	38	13	13	0	6	44	31	19	X	11	4	16	30	34	16
	7-12	51	58	67	22	9	2	0	13	23	29	23	13	0	7	35	47	11							
	13+	41	22	43	38	19	0	0	--	--	--	--	--	0	5	14	57	24							
MAGNETIC BRAKE ASSEMBLY REMOVE	0-6	30	15	57	43	0	0	0	0	47	40	0	13	0	20	33	40	7	X	9	3	9	30	38	20
	7-12	50	70	55	37	6	2	0	15	30	26	12	17	0	11	32	42	15							
	13+	41	41	50	45	3	3	0	--	--	--	--	--	0	5	38	36	21							
FIRE EXTINGUISHER OBTAIN SERVICEABLE REPLACEMENT	0-6	30	17	19	69	13	0	0	13	19	50	13	6	0	6	13	25	56	X	5	3	6	18	33	40
	7-12	44	61	38	47	9	0	7	37	18	21	11	14	0	5	21	33	41							
	13+	57	41	34	53	11	0	3	--	--	--	--	--	0	3	23	18	56							
ENGINE INTAKE SCREEN (BIRD CAGE) OBTAIN SERVICEABLE REPLACEMENT	0-6	30	16	33	53	7	0	7	43	36	0	21	0	0	7	21	50	21	X	13	4	5	21	37	34
	7-12	39	56	58	24	8	4	6	31	31	16	12	10	0	4	24	37	35							
	13+	41	24	64	32	5	0	0	--	--	--	--	--	0	8	29	25	38							
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) OBTAIN SERVICEABLE REPLACEMENT	0-6	30	17	25	50	13	13	0	6	44	25	13	13	0	0	31	38	31	X	10	5	6	25	38	26
	7-12	36	44	61	27	10	2	0	7	26	33	28	7	0	14	36	27	23							
	13+	38	22	48	29	19	5	0	--	--	--	--	--	0	5	23	36	36							
HYDRAULIC RESERVOIR * SERVICE	0-6	30	38	24	50	18	0	8	30	32	19	11	8	0	3	42	34	21	X	29	3	7	24	31	34
	7-12	30	85	22	45	24	5	4	29	28	20	13	10	0	4	33	36	28							
	13+	31	36	34	31	28	3	3	--	--	--	--	--	0	3	33	33	30							
TAIL ROTOR CONTROL QUADRANT RIG TO TAIL ROTOR CONTROLS	0-6	29	14	31	62	8	0	0	8	31	46	8	8	0	21	36	29	14	X	11	16	23	37	21	4
	7-12	50	56	57	21	15	8	0	15	23	27	23	12	0	15	41	33	11							
	13+	40	19	42	32	26	0	0	--	--	--	--	--	0	6	33	50	11							

TAIL ROTOR CONTROL QUADRANT INSTALL	0-6	29	10	44	38	22	0	0	22	44	11	22	0	0	0	22	44	33	x	11	10	19	31	26	14
	7-12	41	52	58	36	4	2	0	8	36	38	14	4	0	14	41	29	16							
	13+	35	16	87	13	0	0	0	--	--	--	--	--	0	6	38	44	13							
TAIL ROTOR CONTROL PULLEYS OBTAIN SERVICEABLE REPLACEMENT	0-6	29	18	41	41	18	0	0	18	35	24	18	6	0	6	39	39	17	x	5	6	7	25	40	23
	7-12	54	76	64	24	10	1	0	23	34	29	9	6	0	4	35	39	21							
	13+	53	30	57	29	7	4	4	--	--	--	--	--	0	4	25	43	29							
FIRST AID KITS INSPECT FOR SEAL INTACT AND UNBROKEN	0-6	29	17	12	41	18	12	18	12	35	24	24	6	0	0	18	35	47	x	6	3	4	11	29	53
	7-12	56	79	15	44	17	4	20	27	29	17	17	10	0	4	29	25	42							
	13+	72	52	16	45	20	6	12	--	--	--	--	--	0	0	20	28	52							
ENGINE OIL TANK REMOVE	0-6	29	18	44	50	6	0	0	17	28	22	22	11	0	6	39	44	11	x	8	2	6	19	40	33
	7-12	48	56	72	24	4	0	0	9	24	38	20	9	0	4	42	35	20							
	13+	49	28	75	25	0	0	0	--	--	--	--	--	0	4	27	38	31							
HYDRAULIC SYSTEM FILTERS (B&D MODELS) DISASSEMBLE	0-6	29	20	20	50	25	0	5	30	25	10	30	5	0	5	35	45	15	x	33	4	10	29	30	27
	7-12	43	60	54	29	13	2	4	26	23	28	14	9	0	7	26	40	26							
	13+	43	28	44	36	16	0	4	--	--	--	--	--	0	0	23	46	31							
IRREVERSIBLE VALVES (B & D MODELS) OBTAIN SERVICEABLE REPLACEMENT	0-6	29	17	59	35	6	0	0	31	44	6	13	6	0	0	41	41	18	x	20	5	5	24	41	25
	7-12	47	58	67	25	7	0	0	24	20	38	13	5	0	4	29	38	29							
	13+	47	25	65	22	13	0	0	--	--	--	--	--	4	0	17	46	33							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY ADJUST	0-6	29	13	38	31	23	8	0	42	50	0	8	0	0	15	38	23	23	x	29	14	26	33	17	9
	7-12	43	46	61	34	2	2	0	16	40	26	7	12	0	9	47	23	21							
	13+	42	20	59	35	6	0	0	--	--	--	--	--	0	6	29	35	29							
INPUT DRIVE QUILL ASSEMBLY INSTALL	0-6	29	11	45	36	9	9	0	20	40	30	0	10	0	0	50	30	20	x	27	16	22	29	20	13
	7-12	37	35	55	33	12	0	0	18	15	39	21	6	0	6	41	35	18							
	13+	52	25	58	29	8	0	4	--	--	--	--	--	0	4	32	40	24							
MAIN ROTOR ASSEMBLY OBTAIN SERVICEABLE HUB ASSEMBLY	0-6	29	13	38	54	8	0	0	8	38	23	23	8	0	8	46	31	15	x	17	8	8	28	30	27
	7-12	42	52	52	40	8	0	0	31	29	15	15	10	0	6	27	35	31							
	13+	52	29	60	28	12	0	0	--	--	--	--	--	0	0	19	58	23							
SCISSORS AND SLEEVE ASSEMBLY RIG TO FLIGHT CONTROLS	0-6	29	10	20	70	10	0	0	30	40	20	0	10	0	0	44	44	11	x	15	15	25	29	17	14
	7-12	42	43	67	23	10	0	0	5	38	26	21	10	0	0	36	43	21							
	13+	40	18	81	13	6	0	0	--	--	--	--	--	0	0	35	41	24							
ANTI-COLLISION LIGHT INSTALL	0-6	29	19	28	67	6	0	0	22	44	28	6	0	0	0	44	28	28	x	12	3	10	12	34	41
	7-12	55	85	68	29	3	0	0	12	23	37	17	10	0	2	33	28	36							
	13+	64	42	56	39	2	2	0	--	--	--	--	--	0	2	21	31	45							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY ASSEMBLE	0-6	28	15	21	57	21	0	0	17	58	17	8	0	0	25	50	17	8	x	31	14	28	30	23	6
	7-12	38	50	66	30	4	0	0	10	35	31	12	12	2	18	42	26	12							
	13+	43	20	63	26	5	5	0	--	--	--	--	--	5	11	32	42	11							
SOUNDPROOFING OBTAIN SERVICEABLE REPLACEMENT	0-6	28	17	36	43	14	0	7	14	57	14	14	0	0	0	21	14	64	x	4	3	6	16	30	46
	7-12	43	70	50	41	9	0	0	16	21	34	25	4	1	4	19	33	42							
	13+	55	34	44	44	11	0	0	--	--	--	--	--	3	0	21	18	58							
CARGO DOOR REPAIR	0-6	28	16	20	53	27	0	0	7	43	50	0	0	0	0	50	43	7	x	36	4	5	31	40	21
	7-12	30	45	44	42	12	2	0	16	30	26	21	7	0	7	36	36	20							
	13+	42	23	52	43	5	0	0	--	--	--	--	--	0	0	35	39	26							
CARGO DOOR SERVICE	0-6	28	14	21	57	21	0	0	15	46	31	8	0	8	15	31	23	23	x	6	2	4	14	40	40
	7-12	57	78	46	35	11	7	1	29	30	24	8	9	1	3	28	37	32							
	13+	54	31	48	41	4	4	4	--	--	--	--	--	0	0	25	39	36							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) INSTALL	0-6	28	17	18	47	29	6	0	19	44	19	13	6	0	12	35	35	18	x	14	6	7	19	40	29
	7-12	42	50	39	36	18	0	7	25	34	30	7	5	0	4	38	31	27							
	13+	49	33	41	31	10	10	7	--	--	--	--	--	0	0	34	45	21							

		MECHANICS AND CREWCHIEFS																	SUPERVISORS						
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency in Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) OBTAIN SERVICEABLE REPLACEMENT	0-6	28	13	38	38	13	6	6	25	25	25	13	13	0	13	31	31	25	X	6	3	6	23	36	33
	7-12	41	53	56	24	8	6	6	31	20	22	18	10	0	6	31	31	31							
	13+	52	37	42	35	10	6	6	--	--	--	--	--	0	3	19	41	38							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) PACKAGE	0-6	28	17	65	24	12	0	0	33	27	7	20	13	0	0	38	31	31	X	9	8	13	31	32	16
	7-12	50	67	52	30	14	2	2	33	27	22	9	9	0	6	38	28	28							
	13+	52	36	61	27	9	3	0	--	--	--	--	--	0	6	30	33	30							
MAIN ROTOR ASSEMBLY PACKAGE BLADES	0-6	28	12	36	27	18	0	18	36	27	0	18	18	0	9	27	55	9	X	20	7	14	28	35	16
	7-12	42	39	44	50	3	3	0	31	25	19	14	11	0	8	30	30	32							
	13+	47	18	76	12	6	0	6	--	--	--	--	--	0	6	35	47	12							
COLLECTIVE LEVERS SERVICE (B & D MODELS ONLY)	0-6	28	10	30	60	10	0	0	10	70	10	0	10	0	0	30	60	10	X	18	7	17	22	29	26
	7-12	45	47	35	40	14	9	2	20	36	20	9	14	0	2	45	32	20							
	13+	43	19	29	53	12	6	6	--	--	--	--	--	0	0	18	41	41							
TAIL ROTOR ASSEMBLY DISASSEMBLE HUB ASSEMBLY	0-6	28	15	50	29	21	0	0	13	53	7	27	0	0	7	20	47	27	X	65	28	21	26	21	5
	7-12	27	22	67	32	11	5	5	19	24	14	33	10	0	5	38	29	29							
	13+	42	23	50	33	6	11	0	--	--	--	--	--	0	0	37	32	32							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY TROUBLESHOOT	0-6	27	15	20	47	27	0	7	33	33	13	20	0	0	27	33	33	7	X	5	12	25	28	32	3
	7-12	53	59	35	36	16	7	6	16	33	26	18	7	0	9	43	38	10							
	13+	58	28	42	27	27	4	0	--	--	--	--	--	0	8	38	50	4							
MANUAL JETTISON CONTROLS TEST	0-6	27	16	20	53	20	7	0	40	20	13	27	0	0	13	40	7	40	X	32	5	7	33	28	27
	7-12	36	44	25	44	19	5	7	23	26	21	14	16	0	5	43	29	24							
	13+	48	30	37	52	7	0	4	--	--	--	--	--	0	0	41	37	22							
WINDOWS REMOVE	0-6	27	15	53	33	7	0	7	14	57	7	7	14	0	7	21	36	36	X	6	3	6	16	40	35
	7-12	52	70	58	33	8	0	2	18	31	29	12	9	2	5	38	27	29							
	13+	55	36	55	32	10	3	0	--	--	--	--	--	0	6	39	21	33							
GROUND HANDLING WHEELS SERVICE	0-6	27	17	41	53	5	0	0	18	47	24	12	0	12	0	29	41	18	X	10	5	6	25	31	33
	7-12	38	40	53	39	0	6	3	32	29	18	11	11	0	5	41	28	26							
	13+	42	24	60	20	10	5	5	--	--	--	--	--	0	5	38	33	24							
FUEL CONTROL UNIT REMOVE	0-6	27	10	0	40	20	30	10	10	50	10	20	10	0	0	40	40	20	X	40	23	24	21	20	12
	7-12	26	36	37	29	23	6	6	22	22	33	11	11	0	8	33	36	22							
	13+	37	22	32	32	16	0	[illegible]	--	--	--	--	--	0	0	40	40	20							
ENGINE OIL LINES INSTALL	0-6	27	17	47	47	6	0	0	31	44	13	13	0	0	6	53	18	24	X	14	2	7	16	45	30
	7-12	33	66	71	24	5	0	0	18	32	27	16	7	0	0	44	27	29							
	13+	38	19	50	39	6	0	6	--	--	--	--	--	0	0	37	32	32							
ENGINE BEARING OIL STRAINERS INSTALL	0-6	27	15	13	27	40	7	13	27	33	13	27	0	0	7	33	53	7	X	17	5	12	13	37	32
	7-12	42	53	31	42	17	4	6	37	20	25	8	10	2	2	27	31	37							
	13+	54	34	31	31	25	6	6	--	--	--	--	--	0	3	16	50	31							
HYDRAULIC SYSTEM FILTERS (B&D MODELS) • ASSEMBLE	0-6	27	33	19	44	31	3	3	31	41	3	19	6	0	6	31	41	22	X	36	5	9	27	33	27
	7-12	35	100	53	28	13	2	4	29	28	25	8	8	0	5	24	40	31							
	13+	39	44	44	37	15	2	2	--	--	--	--	--	0	2	29	38	31							

TAIL ROTOR CONTROL HYDRAULIC CYLINDER RIG TO FLIGHT CONTROLS	0-6	27	7	57	29	14	0	0	29	29	43	0	0	0	0	29	43	29	x	9	16	21	40	16	7
	7-12	45	43	75	23	0	3	0	18	25	35	13	10	0	5	35	35	25							
	13+	48	26	65	17	13	4	0	--	--	--	--	--	0	4	29	46	21							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) OBTAIN SERVICEABLE REPLACEMENT	0-6	27	16	47	33	7	13	0	20	27	13	33	7	0	0	19	50	31	x	6	4	7	27	32	30
	7-12	45	58	63	23	10	2	2	34	32	18	9	7	0	4	32	36	29							
	13+	48	36	70	24	6	0	0	--	--	--	--	--	0	6	15	44	35							
SCISSORS AND SLEEVE ASSEMBLY TROUBLESHOOT	0-6	27	9	56	33	11	0	0	25	63	0	13	0	0	0	38	38	25	x	16	16	21	35	21	7
	7-12	46	45	41	41	5	5	9	14	43	23	18	2	0	9	27	34	30							
	13+	49	26	55	27	9	0	9	--	--	--	--	--	0	5	41	36	18							
COLLECTIVE LEVERS ADJUST (B & D MODELS ONLY)	0-6	27	10	50	40	0	10	0	20	40	30	10	0	0	0	50	30	20	x	26	14	29	27	18	12
	7-12	35	29	61	36	4	0	0	11	36	32	7	14	0	0	43	46	11							
	13+	32	16	80	20	0	0	0	--	--	--	--	--	6	6	13	50	25							
CYCLIC CONTROL TUBES REPAIR	0-6	26	12	8	58	25	8	0	33	42	8	17	0	0	8	50	17	25	0	56	9	33	35	18	5
	7-12	20	20	56	28	6	11	0	22	39	17	17	6	0	11	47	21	21							
	13+	24	11	36	18	27	18	0	--	--	--	--	--	0	27	27	27	18							
TAIL ROTOR PITCH CONTROL MECHANISM TROUBLESHOOT	0-6	26	10	30	40	10	10	10	10	40	30	20	0	0	20	60	10	10	x	4	13	23	39	23	3
	7-12	55	66	38	39	13	7	3	21	44	15	11	9	0	5	48	38	9							
	13+	65	30	38	48	3	3	7	--	--	--	--	--	0	3	34	48	14							
FORCE GRADIENT ASSEMBLIES INSTALL	0-6	26	15	40	60	0	0	0	27	27	33	7	7	0	20	40	27	13	x	9	5	13	36	30	17
	7-12	46	59	55	36	9	0	0	11	29	32	18	11	0	9	32	50	9							
	13+	49	29	64	25	7	0	4	--	--	--	--	--	0	4	25	46	25							
FIRST AID KITS INSPECT FOR CONTENTS OF UNSEALED POCKET	0-6	26	15	14	50	21	7	7	40	33	13	13	0	0	0	20	27	53	x	24	9	14	17	31	29
	7-12	37	58	29	48	13	4	6	20	29	32	14	5	0	5	18	21	55							
	13+	45	26	21	42	21	0	17	--	--	--	--	--	0	0	16	40	44							
LANDING GEAR CROSS TUBE REMOVE	0-6	26	10	40	50	0	10	0	10	40	20	10	20	0	0	50	20	30	x	6	4	8	28	37	22
	7-12	60	74	63	33	4	0	0	13	40	27	10	10	0	9	34	37	20							
	13+	67	35	58	35	6	0	0	--	--	--	--	--	0	3	22	47	28							
TRANSMISSION OIL PUMP SCREEN REMOVE	0-6	26	15	15	46	23	15	0	29	36	29	0	7	0	0	29	43	29	x	26	5	10	23	29	33
	7-12	29	38	57	22	16	3	3	14	39	19	17	11	0	5	46	27	22							
	13+	32	19	53	37	5	0	5	--	--	--	--	--	0	16	21	26	37							
MAIN ROTOR ASSEMBLY SERVICE 44" & 48" ROTOR ASSEMBLY	0-6	26	15	8	42	25	8	17	46	23	15	0	15	0	0	23	62	15	x	5	6	12	25	37	20
	7-12	46	57	35	29	23	8	6	28	28	21	15	8	0	2	36	42	21							
	13+	56	27	54	12	19	12	4	--	--	--	--	--	0	4	33	26	37							
SWASHPLATE & SUPPORT ASSEMBLY ASSEMBLE	0-6	26	10	30	60	10	0	0	30	60	10	0	0	0	0	50	30	20	x	56	19	33	20	22	6
	7-12	26	19	63	37	0	0	0	6	33	28	22	11	0	5	47	32	16							
	13+	27	7	99	0	0	0	0	--	--	--	--	--	0	14	14	57	14							
SWASHPLATE & SUPPORT ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	26	11	45	45	0	9	0	18	55	9	18	0	0	0	36	45	18	x	11	6	6	26	34	28
	7-12	43	46	62	31	7	0	0	7	37	30	9	16	0	2	37	33	28							
	13+	38	17	71	24	6	0	0	--	--	--	--	--	0	0	29	41	29							
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES REMOVE	0-6	26	17	50	44	6	0	0	19	56	6	13	6	0	6	50	31	13	x	12	4	7	17	40	32
	7-12	38	58	67	31	2	0	0	19	22	33	20	6	0	4	38	35	24							
	13+	36	20	83	17	0	0	0	--	--	--	--	--	0	10	35	15	40							
TAIL ROTOR CONTROL QUADRANT OBTAIN SERVICEABLE REPLACEMENT	0-6	25	11	50	50	0	0	0	20	50	0	30	0	0	11	33	33	22	x	13	5	10	27	34	24
	7-12	27	34	59	34	3	3	0	3	44	41	13	0	0	18	35	21	26							
	13+	32	17	69	19	6	6	0	--	--	--	--	--	0	6	29	59	6							
CARGO DOOR ADJUST	0-6	25	14	23	38	31	0	8	25	25	50	0	0	0	0	42	17	42	x	6	2	8	25	39	25
	7-12	38	52	48	46	6	0	0	14	40	24	14	8	0	12	37	31	20							
	13+	54	28	52	36	8	4	0	--	--	--	--	--	0	4	29	43	25							

				MECHANICS AND CREWCHIEFS														SUPERVISORS						
				# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% O < 70%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
Task	Months of OJT Mainten ance Experi ence	Percent Perform ing or Assist ing	Number of 67N20s Perform ing Task	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
ENGINE MOUNT INSTALL	0-6	25	12	17	75	8	0	0	8	25	42	25	0	0	17	33	25	25	X	22	4	14	23	38	21
	7-12	40	41	66	24	8	3	0	10	35	28	15	13	0	3	35	43	20							
	13+	36	17	50	43	0	0	7	--	--	--	--	--	0	7	14	57	21							
HYDRAULIC SYSTEM CONNECTING HARDWARE INSTALL	0-6	25	13	62	25	13	0	0	31	46	8	8	8	0	0	46	38	15	X	15	2	12	20	42	24
	7-12	35	42	68	25	3	5	0	23	28	10	15	5	3	0	33	49	15							
	13+	36	22	67	24	10	0	0	--	--	--	--	--	0	0	24	52	24							
TRANSMISSION OIL COOLER INSTALL	0-6	25	16	56	31	6	6	0	19	56	19	0	6	0	0	56	38	6	X	20	8	13	31	29	19
	7-12	29	36	79	18	3	0	0	9	41	21	24	6	0	6	50	22	22							
	13+	28	15	86	7	7	0	0	--	--	--	--	--	0	7	33	33	27							
TAIL ROTOR DRIVE QUILL ASSEMBLY REMOVE	0-6	25	12	36	45	9	9	0	9	18	36	18	18	0	0	33	42	25	X	24	9	10	32	27	23
	7-12	35	32	63	31	3	3	0	31	41	16	6	6	0	9	31	34	25							
	13+	38	22	83	11	6	0	0	--	--	--	--	--	0	0	37	32	32							
BATTERY (NICAD) OBTAIN SERVICEABLE REPLACEMENT	0-6	25	15	14	43	36	0	7	71	21	0	7	0	0	0	50	14	36	X	13	5	7	25	32	32
	7-12	34	44	48	40	12	0	0	29	24	22	10	15	0	2	37	35	26							
	13+	40	23	36	59	5	0	0	--	--	--	--	--	0	4	22	26	48							
NAVIGATION LIGHTS REMOVE	0-6	25	15	31	46	23	0	0	21	36	36	0	7	0	7	36	21	36	X	11	3	6	17	34	40
	7-12	48	75	46	46	6	3	0	17	36	26	11	10	0	0	22	41	37							
	13+	53	37	54	35	5	5	0	--	--	--	--	--	0	3	30	30	38							
CYCLIC CONTROL STICK ASSEMBLE	0-6	24	9	67	22	11	0	0	0	78	0	11	11	0	22	56	22	0	O	40	21	30	34	14	0
	7-12	38	38	56	38	6	0	0	6	24	49	18	3	0	14	32	46	8							
	13+	38	16	56	44	0	0	0	--	--	--	--	--	7	7	47	33	7							
COLLECTIVE PITCH & POWER CONTROL LEVER RIG TO COLLECTIVE CONTROLS	0-6	24	9	44	44	11	0	0	25	38	25	0	13	0	13	63	0	25	X	11	24	28	32	14	2
	7-12	46	47	41	37	17	4	0	11	36	38	11	4	0	20	42	29	9							
	13+	49	19	37	58	5	0	0	--	--	--	--	--	0	6	41	53	0							
COLLECTIVE PITCH CONTROL TUBES REPAIR	0-6	24	10	33	56	11	0	0	22	33	11	22	11	0	22	44	22	11	O	57	7	30	37	20	6
	7-12	22	23	45	30	20	5	0	25	40	15	0	20	0	5	62	24	10							
	13+	32	11	50	10	30	10	0	--	--	--	--	--	0	9	55	36	0							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY REPAIR	0-6	24	14	50	36	14	0	0	8	46	38	8	0	0	21	36	36	7	X	43	16	27	33	19	4
	7-12	42	54	38	33	17	6	6	18	37	25	16	4	0	13	38	40	8							
	13+	35	19	33	44	11	11	0	--	--	--	--	--	0	11	22	61	6							
TAIL ROTOR PITCH CONTROL MECHANISM REPAIR	0-6	24	11	36	18	27	18	0	18	36	36	0	9	0	9	64	27	0	X	42	19	33	34	11	3
	7-12	40	40	31	60	9	0	0	19	49	16	5	11	0	6	42	31	22							
	13+	39	17	35	47	12	6	0	--	--	--	--	--	0	12	24	41	24							
PILOT OR COPILOT SEAT REPAIR	0-6	24	14	36	43	21	0	0	31	31	23	8	8	0	0	31	38	23	X	43	3	7	29	43	19
	7-12	30	44	49	29	20	0	2	29	21	29	12	10	0	7	38	36	19							
	13+	28	15	46	38	15	0	0	--	--	--	--	--	7	0	14	57	21							
TAIL SKID (STINGER) REMOVE	0-6	24	14	50	50	0	0	0	14	29	29	21	7	0	7	43	43	7	X	8	1	6	21	36	36
	7-12	33	49	78	20	2	0	0	13	28	33	17	9	0	8	37	35	20							
	13+	40	22	80	10	10	0	0	--	--	--	--	--	0	5	32	41	23							

TAIL SKID (STINGER) INSTALL	0-6	24	12	67	17	17	0	0	25	33	17	0	25	0	0	50	42	8	x	8	1	6	23	36	34
	7-12	37	42	73	19	5	3	0	15	31	44	8	3	0	5	28	44	23							
	13+	40	21	82	18	0	0	0	--	--	--	--	--	0	0	42	42	16							
CROSS TUBE RETENTION CAP REMOVE	0-6	24	15	53	27	13	7	0	29	29	29	14	0	0	0	57	21	21	x	9	4	4	19	35	38
	7-12	44	68	58	36	6	0	0	20	30	25	17	8	0	4	28	40	27							
	13+	40	26	58	29	8	4	0	--	--	--	--	--	0	4	23	35	38							
CROSS TUBE RETENTION CAP INSTALL	0-6	24	13	54	31	8	8	0	15	31	31	23	0	0	8	31	31	31	x	9	4	5	19	36	35
	7-12	51	64	49	41	8	2	0	22	40	19	10	9	0	5	28	43	24							
	13+	35	37	66	26	6	3	0	--	--	--	--	--	0	0	20	43	37							
MAIN FUEL STRAINER (WAFER TYPE) TROUBLESHOOT	0-6	24	11	30	30	40	0	0	55	18	18	9	0	0	0	27	36	36	x	23	9	17	23	35	15
	7-12	26	33	27	37	23	10	3	47	27	13	10	3	3	3	35	19	39							
	13+	41	17	33	27	27	0	13	--	--	--	--	--	0	6	13	44	38							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) DISASSEMBLE	0-6	24	15	7	53	33	7	0	23	38	23	15	0	0	7	36	29	29	x	32	6	10	27	35	23
	7-12	33	39	34	34	22	0	9	28	34	22	9	6	0	9	34	34	22							
	13+	35	21	35	35	12	6	12	--	--	--	--	--	0	0	35	47	18							
ENGINE OIL COOLER REMOVE	0-6	24	14	71	21	7	0	0	7	64	7	7	14	0	7	29	50	14	x	17	4	16	25	34	21
	7-12	51	63	75	21	4	0	0	7	31	41	16	5	0	5	42	37	15							
	13+	37	18	76	24	0	0	0	--	--	--	--	--	0	6	41	35	19							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY SERVICE BALL AND SOCKET	0-6	24	8	43	29	14	0	14	29	29	14	0	29	0	0	14	86	0	x	28	13	16	33	24	15
	7-12	22	23	57	29	14	0	0	5	45	27	18	5	0	5	41	23	32							
	13+	27	10	50	40	10	0	0	--	--	--	--	--	0	0	40	30	30							
TRANSMISSION OIL PUMP SCREEN INSTALL	0-6	24	11	45	27	27	0	0	18	45	18	18	0	0	9	27	36	27	x	26	5	12	22	29	32
	7-12	30	33	61	21	11	4	4	31	17	24	17	10	0	14	41	28	17							
	13+	31	18	60	27	7	7	0	--	--	--	--	--	0	7	27	47	20							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES TROUBLESHOOT	0-6	24	9	56	0	33	0	11	13	38	25	25	0	0	13	0	75	13	x	15	12	21	33	23	10
	7-12	31	31	62	17	7	7	7	31	34	24	10	0	0	7	28	31	34							
	13+	37	18	43	29	21	7	0	--	--	--	--	--	0	0	20	47	33							
MAIN ROTOR ASSEMBLY PACKAGE HUB ASSEMBLY	0-6	24	10	0	56	33	0	11	33	33	0	22	11	0	11	33	44	11	x	27	12	11	31	27	18
	7-12	35	36	53	47	0	0	0	15	38	26	12	9	0	9	31	29	31							
	13+	40	13	62	23	15	0	0	--	--	--	--	--	0	8	46	31	15							
MAIN ROTOR ASSEMBLY ASSEMBLE 44" & 48" HUB ASSEMBLY	0-6	24	4	50	50	0	0	0	0	50	50	0	0	0	25	25	25	25	0	64	34	16	36	9	7
	7-12	32	27	58	27	15	0	0	25	29	17	17	13	0	4	33	42	21							
	13+	40	20	47	35	18	0	0	--	--	--	--	--	0	0	39	44	17							
NAVIGATION LIGHTS INSTALL	0-6	24	16	13	69	13	0	6	19	38	19	13	13	0	0	19	50	31	x	11	3	6	19	32	40
	7-12	42	57	34	40	13	8	6	20	33	13	18	16	0	4	29	29	38							
	13+	55	41	45	39	13	3	0	--	--	--	--	--	0	0	33	23	44							
FIRE EXTINGUISHER INSPECT FOR WEIGHT	0-6	23	14	17	67	0	8	8	67	8	17	8	0	0	0	33	17	50	x	34	1	12	19	31	37
	7-12	37	60	20	55	16	5	4	26	22	34	12	5	0	5	29	21	45							
	13+	46	31	33	50	7	0	10	--	--	--	--	--	0	0	13	33	53							
PILOT OR COPILOT DOOR ADJUST	0-6	23	14	15	77	8	0	0	15	31	23	15	15	0	7	14	14	64	x	4	4	7	25	41	23
	7-12	47	60	46	38	11	0	5	32	25	24	10	8	0	5	36	27	32							
	13+	55	31	30	63	4	0	4	--	--	--	--	--	0	7	18	46	29							
ACCESS DOORS & INSPECTION PLATES OBTAIN SERVICEABLE REPLACEMENT	0-6	23	13	23	38	0	23	15	31	46	8	0	15	0	0	38	38	23	x	3	3	5	15	36	41
	7-12	45	63	39	29	16	7	9	42	22	13	13	10	0	5	23	42	30							
	13+	51	36	41	41	7	7	3	--	--	--	--	--	0	0	29	42	29							
ENGINE COWLING ASSEMBLE	0-6	23	14	7	7	43	14	29	29	21	21	21	7	0	0	29	36	36	x	23	1	2	19	37	41
	7-12	37	45	22	39	15	2	22	43	25	9	11	11	0	5	20	48	27							
	13+	48	36	17	38	17	3	24	--	--	--	--	--	0	3	17	43	37							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS: # Times Performed Past Month (%) 1	2	3	4	5	First Performance After Award of 67N20 Duty MOS (%) 1	2	3	4	5	Your Proficiency in Performing Task (%) 1	2	3	4	5	SUPERVISORS: % Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%) 0	1	2	3	4	5
				1 - 6 2 - 12 3 - 16 4 - 7-10 5 - 11+					1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					X = 70% 0 < 70%	0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
N1 TACHOMETER GENERATOR REMOVE	0-6	23	14	50	42	8	0	0	14	50	14	14	7	0	7	43	36	14	X	9	5	8	16	44	27
	7-12	41	61	58	31	7	3	2	10	31	31	19	10	0	5	33	25	37							
	13+	51	28	59	30	11	0	0	--	--	--	--	--	0	0	29	29	43							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) ASSEMBLE	0-6	23	14	14	50	29	7	0	23	38	23	15	0	0	7	36	29	29	X	31	6	12	26	34	22
	7-12	33	39	33	33	26	0	9	27	36	21	9	6	0	9	33	36	21							
	13+	36	20	33	33	13	7	13	--	--	--	--	--	0	0	31	50	19							
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) TEST	0-6	23	12	17	33	33	8	8	8	50	8	17	17	0	8	25	58	8	X	10	5	12	20	41	21
	7-12	47	58	29	39	16	7	9	28	19	36	12	12	0	7	39	28	26							
	13+	69	47	32	29	27	7	5	--	--	--	--	--	0	5	26	33	36							
TRANSMISSION OIL COOLER REMOVE	0-6	23	10	90	10	0	0	0	20	60	10	0	10	0	0	50	20	30	X	20	5	14	29	29	23
	7-12	44	49	79	18	2	0	2	9	39	33	15	6	0	9	35	35	22							
	13+	25	11	73	27	0	0	0	--	--	--	--	--	0	9	36	36	18							
TAIL ROTOR DRIVE QUILL ASSEMBLY INSTALL	0-6	23	15	20	53	27	0	0	33	47	13	7	0	0	0	60	27	13	X	24	11	13	32	26	19
	7-12	36	48	75	23	2	0	0	11	41	25	16	7	0	7	41	26	26							
	13+	40	17	56	38	6	0	0	--	--	--	--	--	0	0	29	41	29							
TAIL ROTOR ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	23	17	10	40	30	10	10	10	50	0	30	10	0	10	50	30	10	X	11	4	7	30	32	27
	7-12	35	41	48	30	18	5	0	29	29	25	15	5	0	5	46	27	22							
	13+	43	23	43	30	22	4	0	--	--	--	--	--	0	0	26	39	35							
CLOCK REMOVE	0-6	23	13	23	54	23	0	0	17	25	33	17	8	0	0	23	23	54	X	12	3	4	15	30	49
	7-12	39	56	43	44	7	6	0	29	25	16	16	13	0	7	20	36	36							
	13+	51	41	44	44	11	0	0	--	--	--	--	--	0	5	41	14	41							
TAIL ROTOR CONTROL QUADRANT DISASSEMBLE	0-6	22	9	38	38	25	0	0	25	50	13	13	0	0	0	29	43	29	X	46	14	30	26	22	7
	7-12	32	42	61	34	2	2	0	10	33	43	8	5	0	14	45	24	17							
	13+	29	13	77	23	0	0	0	--	--	--	--	--	0	8	31	54	8							
MAGNETIC BRAKE ASSEMBLY * OBTAIN SERVICEABLE REPLACEMENT	0-6	22	27	62	38	0	0	0	15	50	31	0*	4	4	4	58	31	4	X	12	4	7	29	35	24
	7-12	34	97	60	34	7	0	0	9	38	30	12	12	0	8	35	37	20							
	13+	45	53	59	35	6	2	0	--	--	--	--	--	0	6	33	39	22							
MAGNETIC BRAKE ASSEMBLY TROUBLESHOOT	0-6	22	8	63	25	13	0	0	29	43	29	0	0	0	0	57	43	0	X	11	10	26	40	18	6
	7-12	31	36	58	36	6	0	0	3	33	42	19	3	0	8	33	42	17							
	13+	42	20	61	28	6	6	0	--	--	--	--	--	0	5	21	58	16							
SAFETY BELTS OBTAIN SERVICEABLE REPLACEMENT	0-6	22	13	31	38	15	15	0	15	23	38	15	8	0	8	31	15	46	X	3	2	5	15	39	39
	7-12	50	73	36	42	12	6	4	21	24	28	15	13	1	6	25	29	38							
	13+	60	43	49	30	13	3	8	--	--	--	--	--	0	0	26	21	54							
PILOT OR COPILOT DOOR DISASSEMBLE	0-6	22	16	27	60	13	0	0	31	54	8	8	0	0	0	54	31	15	X	39	4	9	20	35	32
	7-12	30	41	49	44	8	0	0	21	26	24	18	13	0	11	39	37	13							
	13+	32	17	67	33	0	0	0	--	--	--	--	--	0	6	31	38	25							
ENGINE COWLING DISASSEMBLE	0-6	22	14	14	7	36	14	29	29	36	14	14	7	0	7	29	36	29	X	23	1	2	19	37	41
	7-12	31	35	28	34	16	3	19	40	29	11	11	9	0	6	15	50	29							
	13+	44	32	14	39	21	4	21	--	--	--	--	--	0	4	18	43	36							

LANDING GEAR CROSS TUBE	0-6	22	9	44	44	11	0	0	14	43	14	29	0	0	14	14	29	43	x	6	4	4	23	39	30
OBTAIN SERVICEABLE REPLACEMENT	7-12	36	45	67	21	10	0	2	9	40	23	21	7	0	7	33	36	24							
	13+	36	18	69	19	13	0	0	--	--	--	--	--	0	6	33	17	44							
ENGINE MOUNT	0-6	22	9	38	63	0	0	0	11	44	22	11	11	0	11	33	44	11	x	22	3	14	24	35	24
REMOVE	7-12	34	41	60	28	10	0	3	23	28	20	23	8	0	2	27	39	32							
	13+	34	20	74	21	5	0	0	--	--	--	--	--	0	0	25	35	40							
FUEL CONTROL UNIT	0-6	22	8	0	25	50	13	13	25	25	13	13	25	0	0	50	38	13	x	25	6	14	20	37	22
OBTAIN SERVICEABLE REPLACEMENT	7-12	26	32	40	33	20	3	3	17	33	30	10	10	0	7	33	37	23							
	13+	37	28	39	35	9	0	17	--	--	--	--	--	0	0	29	50	21							
N1 TACHOMETER GENERATOR	0-6	22	10	50	30	10	10	0	10	40	20	30	0	0	10	60	20	10	x	9	5	10	13	46	26
INSTALL	7-12	42	55	65	23	6	6	0	18	20	33	18	11	2	4	35	36	24							
	13+	59	35	50	40	3	7	0	--	--	--	--	--	0	3	26	48	23							
ENGINE OIL TANK	0-6	22	10	40	60	0	0	0	0	44	33	22	0	0	11	33	56	0	x	10	3	5	23	37	32
OBTAIN SERVICEABLE REPLACEMENT	7-12	30	41	75	23	3	0	0	11	39	24	24	3	0	0	43	25	33							
	13+	30	17	88	6	6	0	0	--	--	--	--	--	0	6	24	41	29							
ENGINE OIL COOLER	0-6	22	10	50	50	0	0	0	14	57	29	0	0	0	0	43	57	0	x	18	3	6	25	37	29
OBTAIN SERVICEABLE REPLACEMENT	7-12	27	36	72	22	6	0	0	6	25	44	19	6	0	8	53	22	17							
	13+	27	15	71	14	14	0	0	--	--	--	--	--	0	7	29	50	14							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY	0-6	22	8	13	38	38	0	13	29	29	14	14	14	0	0	29	57	14	x	13	10	26	37	20	6
TROUBLESHOOT	7-12	31	34	50	25	13	6	6	15	39	12	21	12	0	6	42	18	33							
	13+	38	18	72	22	6	0	0	--	--	--	--	--	0	17	39	28	17							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER	0-6	22	9	11	67	11	11	0	38	50	13	0	0	0	25	38	25	13	x	29	15	21	37	18	9
ADJUST	7-12	29	28	63	22	7	0	7	8	27	35	19	12	0	15	33	37	15							
	13+	24	10	70	20	10	0	0	--	--	--	--	--	0	20	30	40	10							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER	0-6	22	11	18	64	18	0	0	30	40	10	20	0	0	20	20	50	10	x	6	5	5	26	36	28
OBTAIN SERVICEABLE REPLACEMENT	7-12	42	51	74	21	2	2	0	10	39	31	12	8	0	2	39	39	20							
	13+	39	22	59	32	9	0	0	--	--	--	--	--	0	5	24	29	43							
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX)	0-6	22	7	14	29	43	0	14	33	17	33	0	17	0	0	29	43	29	x	18	11	23	28	28	10
TROUBLESHOOT	7-12	41	45	40	40	12	5	5	18	27	27	18	11	0	2	36	36	27							
	13+	48	26	52	30	9	4	4	--	--	--	--	--	0	13	22	30	35							
SCISSORS AND SLEEVE ASSEMBLY	0-6	22	10	20	40	40	0	0	22	56	[illegible]	0	0	0	0	40	50	10	x	55	22	25	29	16	7
REPAIR	7-12	31	34	67	20	13	0	0	18	27	27	18	9	0	6	27	48	18							
	13+	31	15	64	14	21	0	0	--	--	--	--	--	0	0	50	21	29							
SCISSORS AND SLEEVE ASSEMBLY	0-6	22	8	13	63	25	0	0	0	75	13	0	13	0	0	25	63	13	x	33	16	30	26	18	10
ALIGN (B & D MODELS ONLY)	7-12	37	23	79	11	5	5	0	14	29	10	19	29	0	0	38	38	24							
	13+	40	20	47	40	13	0	0	--	--	--	--	--	0	6	41	41	12							
CLOCK	0-6	22	14	33	58	8	0	0	23	15	38	15	8	0	0	38	15	46	x	12	3	5	14	29	50
INSTALL	7-12	39	64	50	42	8	0	0	30	18	28	15	10	0	0	26	19	55							
	13+	51	37	57	41	3	0	0	--	--	--	--	--	0	3	11	24	62							
ANTI-COLLISION LIGHT	0-6	22	11	36	55	0	9	0	9	27	36	18	9	0	9	36	36	18	x	14	3	9	14	34	40
REMOVE	7-12	49	67	50	47	2	0	2	20	26	25	15	14	0	6	35	28	31							
	13+	70	53	65	28	7	0	0	--	--	--	--	--	0	2	25	33	40							
CYCLIC CONTROL STICK	0-6	21	9	67	22	11	0	0	0	78	0	11	11	0	22	56	22	0	x	45	24	29	31	9	7
DISASSEMBLE	7-12	37	37	53	41	6	0	0	5	35	46	11	3	0	16	30	51	3							
	13+	36	17	59	41	0	0	0	--	--	--	--	--	6	0	44	44	6							
SHOULDER HARNESS	0-6	21	13	20	50	10	10	10	42	33	17	0	8	0	0	33	17	50	x	2	1	3	8	36	53
INSTALL	7-12	50	84	65	51	4	0	0	18	18	33	20	11	0	5	27	29	39							
	13+	43	32	61	32	6	0	0	--	--	--	--	--	0	0	13	44	44							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
INERTIA REELS • TEST	0-6	21	23	22	35	13	13	17	36	18	23	18	5	0	0	50	23	27	X	25	3	12	18	15	32
	7-12	47	145	29	29	17	9	17	24	27	22	15	11	0	4	29	28	39							
	13+	54	76	34	23	23	4	16	--	--	--	--	--	0	3	17	26	54							
TROOP SEATS OBTAIN SERVICEABLE REPLACEMENT	0-6	21	12	33	50	8	0	8	25	42	17	17	0	0	8	33	8	50	X	7	3	5	14	32	46
	7-12	37	56	38	38	15	6	4	18	25	29	22	5	0	2	18	21	59							
	13+	47	30	55	24	14	7	0	--	--	--	--	--	0	4	15	26	56							
VERTICAL FIN FAIRING INSTALL	0-6	21	11	55	45	0	0	0	27	45	18	9	0	0	0	45	55	0	X	29	3	5	18	36	38
	7-12	18	26	60	28	4	0	8	20	36	16	20	9	0	4	35	42	19							
	13+	21	10	63	38	0	0	0	--	--	--	--	--	0	0	0	44	56							
LANDING GEAR SKID TUBE ASSEMBLY REPAIR	0-6	21	9	44	44	0	11	0	38	50	13	0	0	0	0	50	25	25	0	56	7	20	25	29	18
	7-12	26	31	66	31	3	0	0	3	48	24	10	14	0	3	35	45	16							
	13+	29	14	46	23	15	15	0	--	--	--	--	--	0	14	7	43	36							
N2 TACHOMETER GENERATOR REMOVE	0-6	21	12	30	50	20	0	0	17	42	25	0	17	0	0	50	33	17	X	9	4	8	17	43	28
	7-12	38	56	57	30	6	4	4	13	27	29	16	15	0	4	36	30	30							
	13+	49	29	50	39	7	0	4	--	--	--	--	--	0	3	24	31	41							
MAIN FUEL STRAINER (WAFER TYPE) OBTAIN SERVICEABLE REPLACEMENT	0-6	21	10	30	60	0	10	0	10	20	30	20	20	0	10	70	0	20	X	13	5	8	19	38	30
	7-12	41	52	49	26	21	4	0	23	38	21	9	9	0	0	35	46	19							
	13+	47	32	43	21	25	11	0	--	--	--	--	--	0	7	32	32	29							
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) TROUBLESHOOT	0-6	21	9	22	33	33	11	0	11	44	11	22	11	0	13	25	63	0	X	11	8	14	22	39	16
	7-12	38	45	37	15	16	5	7	35	19	30	12	5	0	12	33	21	35							
	13+	52	34	32	21	32	11	4	--	--	--	--	--	0	0	30	27	43							
OIL COOLER TURBO-BLOWER REMOVE	0-6	21	14	71	29	0	0	0	14	64	7	0	14	0	0	43	43	14	X	16	4	10	30	34	22
	7-12	49	63	67	29	3	0	0	14	39	32	12	3	0	7	32	43	18							
	13+	42	26	64	32	5	0	0	--	--	--	--	--	0	8	24	56	12							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY DISASSEMBLE	0-6	21	6	0	50	33	0	17	60	0	40	0	0	0	20	20	40	20	0	68	26	15	28	21	10
	7-12	27	26	54	29	17	0	0	8	33	21	25	13	0	4	50	31	15							
	13+	26	8	99	0	0	0	0	--	--	--	--	--	0	25	38	13	25							
TRANSMISSION PYLON ISOLATION MOUNT OBTAIN SERVICEABLE REPLACEMENT	0-6	21	6	50	50	0	0	0	0	50	17	33	0	0	17	17	67	0	X	33	4	7	29	36	24
	7-12	23	27	65	23	12	0	0	4	36	36	12	12	0	0	38	38	23							
	13+	26	16	75	19	6	0	0	--	--	--	--	--	0	0	31	38	31							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY REPAIR	0-6	21	12	18	36	18	9	18	36	36	9	18	0	0	0	50	30	20	X	57	8	19	25	30	23
	7-12	30	41	42	21	32	3	3	32	21	18	16	13	0	3	43	28	28							
	13+	34	19	39	39	17	0	6	--	--	--	--	--	0	0	26	16	58							
TAIL ROTOR DRIVE QUILL ASSEMBLY DISASSEMBLE FLEX COUPLING	0-6	21	8	25	63	0	13	0	0	14	71	0	14	0	0	63	25	13	X	41	15	19	34	21	11
	7-12	25	19	53	26	21	0	0	37	37	11	11	5	0	11	37	32	21							
	13+	26	12	67	22	11	0	0	--	--	--	--	--	0	0	33	56	11							
INTERMEDIATE GEAR BOX (42 DEG. GEAR BOX) OBTAIN SERVICEABLE REPLACEMENT	0-6	21	10	40	40	10	10	0	20	50	10	20	0	0	0	50	30	20	X	4	4	6	23	38	30
	7-12	39	50	76	22	2	0	0	19	38	21	15	8	0	2	44	29	25							
	13+	39	24	57	26	13	4	0	--	--	--	--	--	0	0	30	30	39							

MAIN ROTOR ASSEMBLY ASSEMBLE 540 HUB ASSEMBLY	0-6	21	5	25	50	25	0	0	50	25	25	0	0	0	0	25	50	25	0	69	32	24	34	8	3
	7-12	25	22	70	30	0	0	0	5	41	14	32	9	0	9	36	23	32							
	13+	32	18	53	33	13	0	0	--	--	--	--	--	0	0	47	40	13							
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES ADJUST	0-6	21	13	46	38	8	8	0	33	42	8	17	0	0	8	58	17	17	x	17	7	18	26	34	16
	7-12	32	48	65	30	5	0	0	14	28	26	28	5	0	2	34	36	27							
	13+	39	24	82	14	5	0	0	--	--	--	--	--	0	4	33	25	38							
MAIN GENERATOR (ON TRANSMISSION) REMOVE	0-6	21	14	38	38	23	0	0	7	43	21	14	14	0	14	50	14	21	x	12	5	16	20	39	21
	7-12	37	46	64	31	2	2	0	12	37	30	16	5	0	5	28	42	26							
	13+	35	20	58	37	5	0	0	--	--	--	--	--	0	5	16	47	32							
TAIL ROTOR CONTROL TUBES TROUBLESHOOT	0-6	20	9	22	44	22	0	11	11	33	11	22	22	0	33	33	33	0	x	5	12	18	38	28	5
	7-12	48	51	28	43	17	7	4	24	35	20	10	10	0	6	41	43	10							
	13+	58	29	63	22	7	4	4	--	--	--	--	--	0	4	44	41	11							
SHOULDER HARNESS REMOVE	0-6	20	10	40	60	0	0	0	0	30	20	40	10	0	0	50	30	20	x	2	1	3	8	36	53
	7-12	47	72	55	35	8	3	0	26	14	29	14	16	3	4	26	29	39							
	13+	55	43	57	43	0	0	0	--	--	--	--	--	0	3	23	21	54							
PILOT OR COPILOT DOOR ASSEMBLE	0-6	20	12	27	64	9	0	0	40	40	10	10	0	0	0	50	30	20	x	36	3	9	26	33	29
	7-12	31	43	44	44	12	0	0	20	28	25	18	10	0	10	35	35	20							
	13+	35	19	65	35	0	0	0	--	--	--	--	--	0	6	33	33	28							
WINDOWS OBTAIN SERVICEABLE REPLACEMENT	0-6	20	11	50	50	0	0	0	0	40	40	20	0	0	0	50	40	10	x	5	2	8	17	40	33
	7-12	35	51	67	24	7	0	2	23	2[illegible]	33	15	8	0	2	20	45	33							
	13+	51	28	76	20	4	0	0	--	--	--	--	--	0	0	26	48	26							
TRANSMISSION COWLING OBTAIN SERVICEABLE REPLACEMENT	0-6	20	10	20	20	30	10	20	20	20	20	20	20	0	10	20	50	20	x	1	5	4	17	40	34
	7-12	40	48	52	40	0	2	5	20	29	22	20	9	0	7	29	36	29							
	13+	38	23	40	30	15	5	10	--	--	--	--	--	0	5	30	35	30							
FUEL QUANTITY TANK UNIT INSTALL	0-6	20	8	75	25	0	0	0	0	75	0	13	13	0	38	38	13	13	x	26	12	25	24	27	12
	7-12	32	31	62	35	4	0	0	11	30	41	15	4	0	11	52	22	15							
	13+	34	19	75	19	0	6	0	--	--	--	--	--	0	6	35	41	18							
ENGINE MAGNETIC PLUG OBTAIN SERVICEABLE REPLACEMENT	0-6	20	12	0	67	22	0	11	30	50	10	0	10	0	0	40	30	30	x	6	4	5	17	41	33
	7-12	30	45	59	23	15	3	0	22	27	22	15	15	0	5	33	28	35							
	13+	34	18	39	39	11	6	6	--	--	--	--	--	6	0	22	39	33							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY ASSEMBLE	0-6	20	5	0	60	20	0	20	75	0	25	0	0	0	25	0	50	25	0	69	29	21	21	21	8
	7-12	28	27	54	29	17	0	0	8	33	21	25	13	0	4	50	35	12							
	13+	27	8	99	0	0	0	0	--	--	--	--	--	0	25	38	13	25							
INPUT DRIVE QUILL ASSEMBLY REMOVE	0-6	20	7	43	57	0	0	0	14	43	43	0	0	0	14	43	29	14	x	27	13	22	26	22	16
	7-12	43	40	72	23	0	3	3	5	34	21	26	8	0	5	33	41	21							
	13+	42	19	81	19	0	0	0	--	--	--	--	--	0	13	19	56	13							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES REPAIR	0-6	20	6	33	0	67	0	0	17	50	17	17	0	0	0	0	83	17	x	63	13	27	36	13	11
	7-12	20	19	53	18	12	12	6	24	18	35	18	6	0	12	12	53	24							
	13+	25	10	43	43	14	0	0	--	--	--	--	--	0	0	50	17	33							
SWASHPLATE & SUPPORT ASSEMBLY TROUBLESHOOT	0-6	20	4	50	25	25	0	0	0	50	25	25	0	0	0	50	50	0	x	15	17	26	30	20	7
	7-12	40	34	39	33	9	3	15	16	42	32	3	6	0	6	28	34	31							
	13+	46	17	40	27	20	7	7	--	--	--	--	--	0	6	25	44	25							
COLLECTIVE LEVERS OBTAIN SERVICEABLE REPLACEMENT	0-6	20	7	29	71	0	0	0	14	43	29	0	14	0	14	29	57	0	x	8	5	6	29	33	27
	7-12	39	41	59	35	3	3	0	16	27	32	11	14	0	5	49	24	22							
	13+	42	24	53	37	11	0	0	--	--	--	--	--	0	0	18	45	36							
PITOT TUBE REMOVE	0-6	20	12	75	17	8	0	0	8	33	33	17	8	8	0	33	50	8	x	19	4	16	19	27	34
	7-12	29	31	63	33	3	0	0	7	30	33	17	13	0	3	23	30	43							
	13+	28	18	60	40	0	0	0	--	--	--	--	--	0	6	19	56	19							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency in Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
FIRE DETECTOR SYSTEM REMOVE	0-6	20	12	58	42	0	0	0	9	36	27	9	18	0	0	42	50	8	X	25	5	13	22	32	27
	7-12	26	29	62	23	12	0	4	19	35	23	8	15	0	8	42	23	27							
	13+	34	21	67	17	17	0	0	--	--	--	--	--	0	0	30	45	25							
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES REMOVE	0-6	20	11	55	36	9	0	0	20	30	40	0	10	0	9	36	36	18	X	20	4	9	19	39	28
	7-12	30	36	74	19	6	0	0	12	24	45	6	12	0	3	42	36	18							
	13+	29	17	73	27	0	0	0	--	--	--	--	--	0	0	53	27	20							
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES INSTALL	0-6	20	9	56	44	0	0	0	0	50	25	13	13	0	22	22	33	22	X	12	4	9	18	38	31
	7-12	38	44	70	24	5	0	0	18	23	28	18	15	0	3	45	30	23							
	13+	42	30	74	22	4	0	0	--	--	--	--	--	0	0	33	37	30							
COLLECTIVE PITCH & POWER CONTROL LEVER REPAIR	0-6	19	9	0	99	0	0	0	22	22	56	0	0	0	0	44	33	22	0	51	26	29	37	5	3
	7-12	32	34	44	36	18	0	0	12	26	35	18	9	0	24	38	32	6							
	13+	38	16	19	81	0	0	0	--	--	--	--	--	0	0	50	44	6							
TAIL ROTOR CONTROL TUBES REPAIR	0-6	19	8	43	29	29	0	0	14	57	14	0	14	0	9	29	57	14	0	56	7	32	25	23	13
	7-12	17	19	37	42	21	0	0	22	17	22	28	11	0	12	35	53	0							
	13+	25	6	33	67	0	0	0	--	--	--	--	--	0	0	50	33	17							
TAIL ROTOR CONTROL QUADRANT ASSEMBLE	0-6	19	8	43	29	29	0	0	29	43	14	14	0	0	0	17	50	33	X	41	19	31	29	17	6
	7-12	31	38	65	32	0	3	0	6	33	47	8	6	0	16	42	29	13							
	13+	28	11	82	18	0	0	0	--	--	--	--	--	0	9	27	55	9							
FORCE GRADIENT ASSEMBLIES TROUBLESHOOT	0-6	19	8	25	50	13	0	13	0	50	25	25	0	0	25	13	63	0	X	12	10	30	35	21	5
	7-12	37	39	47	42	11	0	0	14	24	24	27	11	0	5	32	49	14							
	13+	44	19	53	24	12	12	0	--	--	--	--	--	0	6	18	53	24							
SHOULDER HARNESS OBTAIN SERVICEABLE REPLACEMENT	0-6	19	13	20	50	10	10	10	40	30	30	0	0	0	0	40	20	40	X	4	2	6	15	37	41
	7-12	39	63	47	50	3	0	0	19	19	31	23	8	0	6	21	24	48							
	13+	42	28	69	23	8	0	0	--	--	--	--	--	0	0	11	44	44							
MANUAL JETTISON CONTROLS RIG SYSTEM	0-6	19	9	11	33	56	0	0	25	50	25	0	0	0	13	13	50	25	X	34	8	16	34	27	15
	7-12	16	18	29	47	24	0	0	31	19	38	0	13	0	6	38	38	19							
	13+	30	13	42	58	0	0	0	--	--	--	--	--	0	15	31	23	31							
MANUAL JETTISON CONTROLS REPAIR	0-6	19	12	25	50	25	0	0	25	33	42	0	0	0	0	42	25	33	X	45	9	12	35	23	21
	7-12	16	14	42	50	0	0	8	21	14	50	7	7	0	0	50	21	29							
	13+	28	16	46	46	0	0	8	--	--	--	--	--	0	0	36	36	29							
MANUAL JETTISON CONTROLS REMOVE	0-6	19	9	22	33	33	0	11	13	50	25	13	0	0	25	25	25	25	X	25	2	7	18	38	35
	7-12	17	22	43	43	14	0	0	30	20	30	10	10	0	5	40	25	30							
	13+	33	19	29	65	6	0	0	--	--	--	--	--	0	5	21	42	32							
PILOT OR COPILOT DOOR REPAIR	0-6	19	11	36	45	18	0	0	18	18	27	18	18	0	9	36	18	36	X	37	5	10	23	40	21
	7-12	43	54	44	44	6	0	6	31	30	22	13	4	0	6	37	26	31							
	13+	42	26	41	55	0	0	5	--	--	--	--	--	0	9	13	39	39							
ACCESS DOORS & INSPECTION PLATES ADJUST	0-6	19	8	50	25	0	0	25	50	38	13	0	0	0	0	13	63	25	X	17	2	7	11	37	43
	7-12	21	29	37	41	19	0	4	16	36	32	8	8	0	4	37	26	33							
	13+	30	16	29	50	14	0	7	--	--	--	--	--	0	0	19	31	50							

WINDSHIELDS & CHIN BUBBLES OBTAIN SERVICEABLE REPLACEMENT	0-6	19	9	38	63	0	0	0	0	33	44	11	11	0	0	67	33	0	x	11	4	7	19	35	35
	7-12	39	55	61	31	6	2	0	20	24	28	17	11	0	4	30	44	22							
	13+	40	22	57	38	5	0	0	--	--	--	--	--	0	5	23	41	32							
ENGINE COWLING OBTAIN SERVICEABLE REPLACEMENT	0-6	19	9	44	33	11	0	11	25	38	13	25	0	0	0	13	50	38	x	2	2	5	17	39	37
	7-12	26	37	47	35	12	3	3	31	20	29	3	17	0	6	31	35	31							
	13+	38	20	63	32	0	0	5	--	--	--	--	--	0	5	35	35	25							
CROSS TUBE RETENTION CAP OBTAIN SERVICEABLE REPLACEMENT	0-6	19	10	50	50	0	0	0	0	30	40	20	10	0	0	40	30	30	x	8	4	5	20	41	30
	7-12	45	59	47	40	11	2	0	19	45	21	9	6	0	4	31	38	27							
	13+	41	23	71	24	0	5	0	--	--	--	--	--	0	0	19	48	33							
ENGINE MOUNT OBTAIN SERVICEABLE REPLACEMENT	0-6	19	9	11	78	11	0	0	0	33	33	22	11	0	22	33	33	11	x	24	3	9	19	40	29
	7-12	31	35	71	26	0	3	0	12	29	35	9	15	0	3	35	41	21							
	13+	25	16	54	38	0	8	0	--	--	--	--	--	0	8	15	46	31							
FUEL QUANTITY TANK UNIT REMOVE	0-6	19	7	29	57	14	0	0	14	43	14	0	29	0	0	43	57	0	x	26	9	25	24	29	13
	7-12	25	22	67	29	5	0	0	10	30	35	20	5	0	5	55	32	9							
	13+	28	12	64	27	9	0	0	--	--	--	--	--	0	17	25	42	17							
HYDRAULIC PUMP (C MODEL) REMOVE	0-6	19	10	60	30	10	0	0	10	50	20	10	10	0	10	40	30	20	x	34	5	9	35	24	28
	7-12	25	39	68	22	11	0	0	17	31	20	17	14	0	8	41	38	14							
	13+	33	17	65	35	0	0	0	--	--	--	--	--	0	12	18	41	29							
HYDRAULIC PUMP (C MODEL) INSTALL	0-6	19	11	55	45	0	0	0	0	40	20	20	20	0	0	27	36	36	x	34	6	15	28	28	24
	7-12	39	42	76	16	8	0	0	13	23	44	18	3	0	5	36	36	23							
	13+	31	17	60	40	0	0	0	--	--	--	--	--	0	0	31	50	19							
IRREVERSIBLE VALVES (B & D MODELS) ASSEMBLE	0-6	19	8	13	63	0	25	0	14	43	29	14	0	0	0	57	0	43	x	68	21	10	26	31	13
	7-12	20	22	65	25	10	0	0	10	25	40	10	15	0	0	43	38	19							
	13+	20	8	63	38	0	0	0	--	--	--	--	--	0	25	38	25	13							
HYDRAULIC SYSTEM CONNECTING HARDWARE REMOVE	0-6	19	13	25	50	25	0	0	38	38	0	8	15	0	23	23	46	8	x	15	2	8	24	40	27
	7-12	30	30	54	38	8	0	0	21	29	36	11	4	3	0	21	55	21							
	13+	31	16	69	19	6	6	0	--	--	--	--	--	0	6	25	50	19							
HYDRAULIC SYSTEM CONNECTING HARDWARE OBTAIN SERVICEABLE REPLACEMENT	0-6	19	10	44	33	22	0	0	10	70	0	10	10	0	0	60	30	10	x	17	4	8	32	32	24
	7-12	27	31	76	21	0	3	0	21	34	28	14	3	0	3	24	48	24							
	13+	29	17	65	18	12	6	0	--	--	--	--	--	0	0	24	41	35							
TRANSMISSION ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	19	8	25	50	13	13	0	25	25	25	13	13	0	13	50	25	13	x	41	5	7	22	37	29
	7-12	35	33	68	23	6	3	0	23	26	29	16	6	0	6	29	45	19							
	13+	24	12	70	30	0	0	0	--	--	--	--	--	0	9	27	45	18							
TRANSMISSION ASSEMBLY TROUBLESHOOT	0-6	19	6	40	20	20	0	20	33	17	17	17	17	0	17	33	33	17	x	35	14	21	34	24	8
	7-12	26	23	45	35	0	15	5	27	18	27	9	18	0	14	41	27	18							
	13+	24	8	63	38	0	0	0	--	--	--	--	--	0	0	25	75	0							
TAIL ROTOR DRIVE QUILL ASSEMBLY CLEAN FLEX COUPLING	0-6	19	12	25	42	33	0	0	42	50	8	0	0	0	0	58	33	8	x	39	8	13	30	33	16
	7-12	28	33	71	23	0	0	6	17	47	27	7	3	0	7	53	23	17							
	13+	22	11	50	50	0	0	0	--	--	--	--	--	0	0	36	45	18							
SCISSORS AND SLEEVE ASSEMBLY PACKAGE	0-6	19	7	29	57	14	0	0	0	57	29	0	14	0	0	29	71	0	x	18	6	6	27	33	29
	7-12	35	27	52	40	4	4	0	20	36	20	8	16	0	4	46	33	17							
	13+	31	15	33	67	0	0	0	--	--	--	--	--	0	0	23	62	15							
SCISSORS AND SLEEVE ASSEMBLY ADJUST FRICTION COLLET ASSEMBLY (540)	0-6	19	8	38	50	13	0	0	25	38	0	25	13	0	0	63	13	25	x	37	22	28	23	19	8
	7-12	41	43	56	32	12	0	0	10	23	35	15	18	0	5	45	33	17							
	13+	29	12	50	33	17	0	0	--	--	--	--	--	8	0	33	42	17							
TAIL ROTOR ASSEMBLY REMOVE BLADES	0-6	19	9	38	50	0	0	13	14	29	14	43	0	0	14	57	29	0	x	42	8	11	28	35	17
	7-12	34	40	59	26	13	3	0	13	37	34	13	3	0	0	40	43	18							
	13+	31	14	92	8	0	0	0	--	--	--	--	--	0	0	50	29	21							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS: # Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					SUPERVISORS: % Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)					
				1 0 2 1-2 3 3-6 4 7-10 5 11+					1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					X ≥ 20% 0 < 20%	0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TAIL ROTOR ASSEMBLY INSTALL BLADES	0-6	19	10	33	44	0	11	11	25	25	13	38	0	0	13	63	25	0	x	46	9	21	22	36	12
	7-12	26	27	69	15	12	4	0	15	38	31	12	4	0	0	37	48	15							
	13+	30	13	92	8	0	0	0	--	--	--	--	--	0	0	46	31	23							
FIRE DETECTOR SYSTEM ASSEMBLE	0-6	19	10	50	40	10	0	0	44	11	33	0	11	0	0	60	20	20	x	52	14	14	38	24	10
	7-12	15	16	47	27	20	0	7	14	36	21	14	14	0	14	29	29	29							
	13+	30	15	67	25	8	0	0	--	--	--	--	--	0	0	29	29	43							
MASTER CAUTION PANEL TEST	0-6	19	10	0	60	20	0	20	10	30	40	20	0	0	0	40	10	50	x	41	15	19	29	21	15
	7-12	32	43	18	25	15	15	28	21	36	17	24	2	0	5	33	26	36							
	13+	32	18	39	22	6	6	28	--	--	--	--	--	0	0	17	28	56							
MAIN GENERATOR (ON TRANSMISSION) INSTALL	0-6	19	13	50	33	17	0	0	33	42	8	17	0	0	8	42	42	8	x	12	7	16	20	38	20
	7-12	42	56	73	23	4	0	0	9	25	43	21	2	0	7	31	35	27							
	13+	35	21	68	32	0	0	0	--	--	--	--	--	0	10	20	20	50							
ANTI-COLLISION LIGHT ASSEMBLE	0-6	19	12	27	45	27	0	0	27	27	36	9	0	0	0	55	18	27	x	41	7	11	25	25	32
	7-12	38	53	58	36	7	0	0	12	26	34	22	6	0	2	36	30	32							
	13+	45	28	57	36	4	4	0	--	--	--	--	--	0	4	18	36	43							
FORCE GRADIENT ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	0-6	18	9	44	44	11	0	0	25	63	13	0	0	0	0	75	25	0	x	13	5	7	27	36	25
	7-12	33	50	64	29	7	0	0	6	35	33	23	2	0	6	30	46	18							
	13+	38	22	75	25	0	0	0	--	--	--	--	--	0	5	38	33	24							
FORCE GRADIENT ASSEMBLIES RIG TO FLIGHT CONTROLS	0-6	18	6	50	50	0	0	0	0	50	50	0	0	0	17	17	67	0	x	16	14	25	32	22	8
	7-12	35	39	67	19	14	0	0	11	31	22	25	11	0	8	33	47	11							
	13+	38	24	69	22	9	0	4	--	--	--	--	--	0	0	27	45	27							
MAGNETIC BRAKE ASSEMBLY RIG TO FLIGHT CONTROLS	0-6	18	8	38	38	0	25	0	14	43	43	0	0	0	0	71	29	0	x	14	13	20	39	21	6
	7-12	30	44	60	38	2	0	0	0	40	35	19	7	0	19	37	33	12							
	13+	32	16	64	36	0	0	0	--	--	--	--	--	0	13	20	53	13							
INERTIA REELS INSTALL	0-6	18	10	30	50	10	10	0	30	10	50	10	0	0	0	50	30	20	x	6	3	3	16	33	46
	7-12	44	68	52	41	7	0	0	14	15	39	24	8	0	5	35	29	32							
	13+	53	34	64	27	6	3	0	--	--	--	--	--	0	3	6	44	47							
PILOT OR COPILOT SEAT OBTAIN SERVICEABLE REPLACEMENT	0-6	18	8	38	38	13	13	0	29	29	29	14	0	0	0	0	71	29	x	8	4	4	19	36	37
	7-12	27	38	50	41	9	0	0	14	31	29	17	9	0	6	34	20	40							
	13+	31	17	50	25	25	0	0	--	--	--	--	--	6	0	6	41	47							
FIRST AID KITS OBTAIN SERVICEABLE REPLACEMENT	0-6	18	10	10	50	30	10	0	10	10	40	20	20	0	10	20	20	50	x	5	5	8	16	34	37
	7-12	37	51	39	45	11	0	6	26	22	24	20	8	2	8	24	25	41							
	13+	50	33	47	40	7	3	3	--	--	--	--	--	0	0	23	16	61							
CARGO DOOR OBTAIN SERVICEABLE REPLACEMENT	0-6	18	9	33	56	11	0	0	33	22	44	0	0	0	0	67	11	22	x	5	3	6	16	38	38
	7-12	27	37	62	26	9	3	0	22	22	28	17	11	0	9	28	31	33							
	13+	41	19	29	47	18	0	6	--	--	--	--	--	0	0	37	47	16							
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) TROUBLESHOOT	0-6	18	5	50	25	0	25	0	0	50	0	25	25	0	0	50	25	25	x	12	14	23	32	26	6
	7-12	32	30	67	22	7	4	0	21	29	36	14	0	4	7	39	36	14							
	13+	30	12	92	18	0	0	0	--	--	--	--	--	0	0	9	73	18							

TRANSMISSION OIL COOLER OBTAIN SERVICEABLE REPLACEMENT	0-6	18	11	55	27	9	9	0	18	36	36	9	0	0	0	45	27	27	x	24	3	6	31	35	24
	7-12	13	18	94	0	6	0	0	6	53	12	24	6	0	6	56	28	11							
	13+	23	14	77	15	8	0	0	--	--	--	--	--	0	0	36	43	21							
MAIN ROTOR ASSEMBLY REPAIR HUB ASSEMBLY	0-6	18	3	0	67	33	0	0	0	33	0	67	0	0	0	0	99	0	0	69	26	24	32	13	5
	7-12	20	10	67	22	11	0	0	22	44	11	22	0	0	0	44	44	11							
	13+	26	9	29	71	0	0	0	--	--	--	--	--	0	0	43	29	29							
PITOT TUBE INSTALL	0-6	18	11	64	36	0	0	0	0	45	45	9	0	0	0	36	36	27	x	19	4	19	16	28	33
	7-12	17	24	67	33	0	0	0	9	32	32	14	14	0	0	22	48	30							
	13+	23	12	92	8	0	0	0	--	--	--	--	--	0	8	33	33	25							
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES INSTALL	0-6	18	11	64	27	9	0	0	10	50	40	0	0	0	0	30	60	10	x	20	4	11	17	39	28
	7-12	23	30	68	32	0	0	0	10	38	24	17	10	0	7	45	34	14							
	13+	31	16	71	21	0	7	0	--	--	--	--	--	0	4	25	38	31							
NAVIGATION LIGHTS OBTAIN SERVICEABLE REPLACEMENT	0-6	18	11	44	44	11	0	0	20	40	30	0	10	0	0	40	10	50	x	11	4	4	29	31	31
	7-12	41	63	50	43	5	2	0	25	32	25	13	5	0	2	27	42	30							
	13+	50	34	50	35	9	6	0	--	--	--	--	--	0	0	24	29	47							
COLLECTIVE PITCH & POWER CONTROL LEVER DISASSEMBLE	0-6	17	6	83	17	0	0	0	0	33	50	0	17	0	33	17	50	0	x	50	25	30	27	13	5
	7-12	29	25	58	42	0	0	0	8	29	32	29	4	4	8	52	28	8							
	13+	38	21	55	40	5	0	0	--	--	--	--	--	6	6	44	33	11							
SYNCHRONIZED ELEVATOR REPAIR	0-6	17	9	56	33	11	0	0	22	44	22	0	11	0	0	44	22	33	0	56	7	16	40	25	11
	7-12	28	24	73	23	0	0	5	17	29	42	8	4	0	0	38	38	25							
	13+	32	11	36	55	0	9	0	--	--	--	--	--	0	9	18	64	9							
ENGINE INTAKE SCREEN (BIRD CAGE) REPAIR	0-6	17	8	38	50	0	13	0	13	75	0	0	13	0	0	25	63	13	x	60	6	6	24	39	24
	7-12	21	20	53	35	6	6	0	44	17	6	22	11	0	6	17	33	44							
	13+	32	21	41	29	18	0	12	--	--	--	--	--	0	0	35	24	41							
N1 POWER LEVER CONTROL TUBES INSTALL	0-6	17	5	60	40	0	0	0	40	60	0	0	0	0	0	60	20	20	x	24	10	20	23	31	16
	7-12	16	15	53	27	13	0	7	14	29	29	14	14	0	0	29	43	29							
	13+	15	7	67	33	0	0	0	--	--	--	--	--	0	0	14	71	14							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) OBTAIN SERVICEABLE REPLACEMENT	0-6	17	9	11	33	22	11	22	50	38	0	13	0	0	0	25	38	38	x	17	5	6	23	36	30
	7-12	33	49	28	36	26	6	4	26	26	33	11	4	2	4	30	34	30							
	13+	47	25	39	52	0	9	0	--	--	--	--	--	0	0	38	29	33							
MAIN FUEL LINE STRAINER (LAST CHANCE) TROUBLESHOOT	0-6	17	8	29	57	14	0	0	71	29	0	0	0	0	0	43	14	43	x	20	10	17	24	29	17
	7-12	24	27	36	28	28	4	4	40	40	12	4	4	0	4	52	24	20							
	13+	26	11	44	33	11	0	11	--	--	--	--	--	0	10	30	30	30							
OIL COOLER TURBO-BLOWER OBTAIN SERVICEABLE REPLACEMENT	0-6	17	9	25	75	0	0	0	14	43	29	14	0	0	0	29	57	14	x	14	4	6	24	36	30
	7-12	27	38	72	25	3	0	0	15	24	36	12	12	0	8	43	24	24							
	13+	32	18	82	12	6	0	0	--	--	--	--	--	0	12	24	24	41							
IRREVERSIBLE VALVES (B & D MODELS) DISASSEMBLE	0-6	17	6	0	67	0	33	0	20	20	40	20	0	0	0	60	0	40	x	68	18	13	31	28	10
	7-12	17	20	68	21	11	0	0	11	21	42	11	16	0	0	40	40	20							
	13+	18	9	56	33	0	0	11	--	--	--	--	--	0	22	33	33	11							
TRANSMISSION EXTERNAL OIL FILTER REPAIR	0-6	17	10	20	10	40	10	20	40	20	20	20	0	0	10	20	30	40	x	57	4	12	31	35	17
	7-12	24	29	44	30	19	7	0	26	33	15	19	7	0	4	37	37	22							
	13+	39	25	29	43	19	5	5	--	--	--	--	--	0	5	19	43	33							
TAIL ROTOR DRIVE QUILL ASSEMBLY SERVICE FLEX COUPLING	0-6	17	4	20	60	0	20	0	0	20	60	0	20	0	0	50	33	17	x	35	7	21	28	27	16
	7-12	29	21	62	14	19	0	5	33	43	5	14	5	0	10	33	29	29							
	13+	27	13	64	27	9	0	0	--	--	--	--	--	0	0	27	55	19							
TAIL ROTOR DRIVE QUILL ASSEMBLY * ASSEMBLE FLEX COUPLING	0-6	17	15	20	60	13	7	0	7	43	43	0	7	0	0	67	27	7	x	40	15	22	34	27	8
	7-12	24	43	70	21	9	0	0	17	43	24	10	7	0	7	53	23	16							
	13+	23	22	67	28	4	0	0	--	--	--	--	--	0	0	37	53	11							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS # Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					SUPERVISORS % Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% O < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
MAIN ROTOR ASSEMBLY ALIGN ROTOR ASSEMBLY	0-6	17	4	0	75	0	25	0	25	25	25	25	0	0	25	25	25	25	X	39	23	31	22	22	3
	7-12	41	34	59	34	3	0	3	6	28	34	13	19	0	6	52	27	15							
	13+	56	21	83	11	0	0	6	--	--	--	--	--	0	5	37	42	16							
SWASHPLATE & SUPPORT ASSEMBLY REPAIR	0-6	17	6	50	33	17	0	0	0	67	17	0	17	0	0	50	33	17	X	60	14	35	18	27	6
	7-12	26	19	50	50	0	0	0	11	44	28	11	6	0	0	44	28	26							
	13+	23	7	33	67	0	0	0	--	--	--	--	--	0	0	17	67	17							
SWASHPLATE & SUPPORT ASSEMBLY PACKAGE	0-6	17	7	43	43	14	0	0	0	43	29	0	29	0	0	71	29	0	X	18	6	9	25	37	24
	7-12	36	33	50	43	7	0	0	14	41	17	7	21	0	7	40	33	20							
	13+	31	14	50	33	17	0	0	--	--	--	--	--	0	0	23	46	31							
FIRE DETECTOR SYSTEM TEST	0-6	17	7	33	0	33	0	33	0	43	29	14	14	0	0	57	0	43	X	33	12	16	32	26	15
	7-12	29	40	38	20	18	5	20	23	36	26	13	3	0	5	28	33	35							
	13+	39	25	46	29	13	0	13	--	--	--	--	--	4	0	24	24	48							
FIRE DETECTOR SYSTEM INSTALL	0-6	17	7	43	29	29	0	0	14	43	43	0	0	0	0	71	14	14	X	25	7	15	21	31	26
	7-12	20	22	50	32	14	0	5	10	43	29	19	0	0	5	23	50	23							
	13+	20	7	71	14	14	0	0	--	--	--	--	--	0	0	14	43	43							
LANDING LIGHT ASSEMBLY REMOVE	0-6	17	6	67	17	0	0	17	0	33	33	17	17	0	0	33	33	33	X	17	4	12	17	32	35
	7-12	32	38	63	31	6	0	0	19	22	22	22	16	0	8	24	35	32							
	13+	43	27	52	43	4	0	0	--	--	--	--	--	[illegible]	0	33	29	38							
COLLECTIVE PITCH & POWER CONTROL LEVER ASSEMBLY	0-6	16	6	83	17	0	0	0	0	33	50	0	17	0	33	17	33	17	X	45	21	30	29	17	3
	7-12	29	23	64	36	0	0	0	9	26	26	35	4	0	9	52	30	9							
	13+	36	19	56	39	6	0	0	--	--	--	--	--	0	0	44	44	13							
TAIL ROTOR CONTROL QUADRANT REPAIR	0-6	16	6	50	50	0	0	0	17	0	67	0	17	0	17	17	50	17	O	53	23	33	20	20	3
	7-12	23	26	65	22	4	4	4	8	29	33	17	13	0	17	33	42	8							
	13+	26	7	43	57	0	0	0	--	--	--	--	--	0	0	0	57	43							
FORCE GRADIENT ASSEMBLIES ADJUST	0-6	16	4	50	25	0	25	0	25	75	0	0	0	0	0	75	25	0	X	31	13	25	35	24	3
	7-12	23	26	61	35	4	0	0	0	30	52	17	0	0	8	40	44	8							
	13+	26	13	67	25	8	0	0	--	--	--	--	--	0	8	15	69	8							
MANUAL JETTISON CONTROLS INSTALL	0-6	16	10	10	50	40	0	0	40	30	10	20	0	0	10	50	0	40	X	26	2	7	21	38	32
	7-12	17	17	31	63	0	0	6	24	24	29	18	6	0	0	53	29	18							
	13+	30	14	36	55	0	0	9	--	--	--	--	--	0	0	17	58	25							
TOW RINGS INSTALL	0-6	16	12	45	45	9	0	0	25	17	17	17	25	0	0	25	17	58	X	10	1	1	10	33	55
	7-12	30	43	54	33	10	3	0	30	30	18	10	13	0	8	25	43	25							
	13+	33	19	67	28	0	0	6	--	--	--	--	--	0	0	17	56	28							
N2 TACHOMETER GENERATOR INSTALL	0-6	16	8	25	50	13	0	13	0	38	25	38	0	0	25	50	13	13	X	9	4	10	13	45	27
	7-12	37	45	57	26	12	5	0	18	20	38	18	7	4	9	38	27	22							
	13+	60	38	65	18	9	3	6	--	--	--	--	--	0	3	31	40	26							
MAIN FUEL LINE STRAINER (LAST CHANCE) OBTAIN SERVICEABLE REPLACEMENT	0-6	16	9	11	44	33	11	0	11	44	22	0	22	0	11	22	56	11	X	13	5	6	22	36	31
	7-12	28	27	60	35	5	0	0	29	38	17	4	13	0	0	54	25	21							
	13+	43	28	64	8	20	4	4	--	--	--	--	--	0	4	33	29	33							

STARTING FUEL SOLENOID VALVE FILTER *INSTALL	0-6	16	16	23	56	23	0	0	46	15	8	23	8	0	23	23	15	38	x	19	7	11	16	42	25
	7-12	20	42	27	49	16	5	3	29	32	21	13	5	0	5	44	31	21							
	13+	25	27	35	46	15	4	0	--	--	--	--	--	0	4	33	33	30							
TRANSMISSION SUMP PLUG INSTALL	0-6	16	7	14	57	14	0	14	29	29	29	0	14	0	0	43	29	29	x	6	3	7	13	39	39
	7-12	37	46	59	27	10	2	2	21	37	23	16	2	0	5	40	30	26							
	13+	25	17	53	40	7	0	0	--	--	--	--	--	0	7	27	33	33							
TRANSMISSION OIL PUMP REMOVE	0-6	16	6	33	67	0	0	0	33	0	67	0	0	0	17	33	17	33	x	43	7	16	27	28	24
	7-12	15	12	80	10	10	0	0	10	30	30	30	0	0	0	50	20	30							
	13+	19	6	33	50	17	0	0	--	--	--	--	--	0	17	33	17	33							
COLLECTIVE LEVERS *REPAIR	0-6	16	12	33	53	0	8	0	25	58	8	8	0	0	0	33	42	25	x	61	21	29	25	19	6
	7-12	21	15	59	28	6	6	0	18	30	30	12	9	0	6	39	39	15							
	13+	24	23	60	35	5	0	0	--	--	--	--	--	5	5	29	48	14							
FIRE DETECTOR SYSTEM DISASSEMBLE	0-6	15	10	70	20	10	0	0	33	33	22	0	11	0	0	70	20	10	x	56	13	16	39	20	16
	7-12	15	15	57	29	7	0	7	23	31	15	15	15	0	15	31	31	23							
	13+	29	16	67	25	8	0	0	--	--	--	--	--	0	0	40	20	40							
ANTI-COLLISION LIGHT *DISASSEMBLE	0-6	16	18	29	53	12	6	0	26	26	41	12	0	0	6	47	26	26	x	40	5	12	29	21	33
	7-12	33	90	59	35	5	0	0	15	28	28	17	13	0	5	33	30	32							
	13+	49	66	64	30	5	2	0	--	--	--	--	--	0	3	24	42	31							
ANTI-COLLISION LIGHT TROUBLESHOOT	0-6	16	7	33	67	0	0	0	17	50	33	0	0	0	0	50	17	33	x	20	12	19	27	29	13
	7-12	31	39	57	34	9	0	0	8	32	41	16	3	0	3	35	32	30							
	13+	51	25	38	56	8	0	0	--	--	--	--	--	0	0	25	32	38							
SEARCH LIGHT ASSEMBLY INSTALL	0-6	16	6	67	17	0	0	17	0	33	33	17	17	0	0	33	33	33	x	17	4	15	17	32	33
	7-12	30	36	55	42	3	0	0	9	20	36	20	17	0	6	36	36	26							
	13+	40	27	57	43	0	0	0	--	--	--	--	--	0	0	25	29	46							
FORCE GRADIENT ASSEMBLIES DISASSEMBLE	0-6	15	6	40	60	0	0	0	20	20	40	20	0	0	20	60	20	0	x	52	7	28	34	20	11
	7-12	23	25	45	36	18	0	0	13	35	30	13	9	0	4	39	39	17							
	13+	31	18	53	29	6	0	12	--	--	--	--	--	0	0	24	47	29							
WINDSHIELDS E CHIN BUBBLES REPAIR	0-6	15	7	50	33	17	0	0	0	57	14	14	14	0	0	14	57	29	x	36	6	9	31	38	15
	7-1[illegible]	22	23	62	29	5	5	0	26	17	52	0	4	0	4	43	43	9							
	[illegible]	33	16	54	31	8	8	0	--	--	--	--	--	0	7	21	36	36							
TRANSMISSION COWLING REPAIR	0-6	15	9	11	22	33	11	22	38	13	13	13	25	0	13	25	25	38	x	37	5	5	36	27	29
	7-12	28	25	52	38	0	5	5	24	24	28	20	4	4	4	46	17	29							
	13+	36	21	22	61	6	6	6	--	--	--	--	--	0	5	23	37	33							
ENGINE COWLING REPAIR	0-6	15	7	43	29	14	0	14	29	43	29	0	0	0	0	43	43	14	x	36	4	0	36	33	29
	7-12	22	28	38	31	15	8	8	40	32	8	4	16	0	8	31	27	35							
	13+	27	13	58	25	8	0	8	--	--	--	--	--	0	8	17	58	17							
TAIL SKID (STINGER) OBTAIN SERVICEABLE REPLACEMENT	0-6	15	8	63	25	13	0	0	13	25	38	0	25	0	0	38	38	25	x	10	3	7	18	36	37
	7-12	26	31	70	22	7	0	0	17	28	41	10	3	0	7	24	41	28							
	13+	27	13	40	60	0	0	0	--	--	--	--	--	0	9	9	64	18							
GROUND HANDLING WHEELS REPAIR	0-6	15	9	56	22	22	0	0	22	22	44	11	0	22	0	33	33	11	x	37	10	21	30	25	14
	7-12	28	26	70	26	0	4	0	16	44	24	8	8	4	12	44	20	20							
	13+	32	15	62	15	15	0	8	--	--	--	--	--	0	0	54	23	23							
N1 TACHOMETER GENERATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	15	9	29	57	14	0	0	33	44	0	11	11	0	11	33	33	22	x	12	6	5	19	41	30
	7-12	30	44	54	27	10	5	2	12	31	33	19	5	0	0	33	26	40							
	13+	43	26	52	36	8	0	4	--	--	--	--	--	0	4	19	42	35							
IGNITER PLUGS INSTALL	0-6	15	7	43	43	14	0	0	29	43	14	14	0	0	0	29	57	14	x	21	8	12	22	35	22
	7-12	25	34	58	30	9	3	0	18	15	35	21	12	0	12	50	24	15							
	13+	31	16	63	38	0	0	0	--	--	--	--	--	0	6	38	31	25							

	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY	0-6	15	5	40	40	20	0	0	40	40	20	0	0	0	0	40	40	20	0	75	32	19	26	16	5
REPAIR	7-12	17	16	60	30	10	0	0	10	40	10	20	20	0	10	40	20	10							
	13+	19	6	33	33	33	0	0	--	--	--	--	--	0	0	33	0	67							
HYD PUMP & TACH GEN OR QUILL ASSY (B&D MODELS)	0-6	15	6	33	67	0	0	0	50	17	0	33	0	0	17	0	67	17	X	37	5	19	27	31	19
INSTALL	7-12	29	27	75	21	4	0	0	16	40	32	8	4	0	4	36	40	20							
	13+	26	16	67	33	0	0	0	--	--	--	--	--	0	0	25	67	8							
TRANSMISSION OIL COOLER	0-6	15	5	60	40	0	0	0	40	20	40	0	0	0	20	20	40	20	X	50	10	21	42	21	5
CLEAN BY PRESSURE FLUSHING	7-12	19	17	50	25	19	0	6	13	44	13	19	13	0	6	44	19	31							
	13+	21	10	75	25	0	0	0	--	--	--	--	--	0	0	63	13	25							
INPUT DRIVE QUILL ASSEMBLY	0-6	15	6	17	50	17	17	0	40	20	40	0	0	0	0	60	20	20	X	27	6	10	22	39	23
OBTAIN SERVICEABLE REPLACEMENT	7-12	19	19	59	29	12	0	0	12	18	47	18	6	0	0	47	35	18							
	13+	41	22	64	23	9	0	5	--	--	--	--	--	0	0	32	27	41							
MAIN ROTOR ASSEMBLY	0-6	15	7	0	67	17	0	17	43	29	14	14	0	0	14	43	43	0	0	63	26	22	38	9	7
DISASSEMBLE 44" & 48" HUB ASSEMBLY	7-12	31	22	63	37	0	0	0	15	40	20	5	20	0	5	60	30	5							
	13+	40	10	90	10	0	0	0	--	--	--	--	--	0	10	40	[illegible]	30							
MAIN ROTOR ASSEMBLY	0-6	15	1	99	0	0	0	0	0	0	99	0	0	0	0	0	0	99	X	57	17	29	26	23	6
ADJUST 44" ROTOR COUNTERWEIGHTS	7-12	17	11	64	18	18	0	0	9	55	27	0	9	0	0	36	45	18							
	13+	23	10	63	38	0	0	0	--	--	--	--	--	0	0	38	50	13							
ANTI-DRIVE LINK ASSEMBLY (C MODEL ONLY)	0-6	15	9	38	25	25	0	13	33	33	0	11	22	0	0	33	56	11	X	39	7	14	21	28	31
REMOVE	7-12	22	25	56	36	8	0	0	12	20	32	24	12	0	4	36	56	4							
	13+	19	11	70	30	0	0	0	--	--	--	--	--	0	0	36	36	27							
PITOT TUBE	0-6	15	9	67	33	0	0	0	0	56	44	0	0	0	0	44	33	22	X	20	3	6	27	31	32
OBTAIN SERVICEABLE REPLACEMENT	7-12	15	19	68	32	0	0	0	11	42	32	5	11	0	0	26	42	32							
	13+	15	8	88	13	0	0	0	--	--	--	--	--	0	0	25	25	50							
BATTERY (NICAD)	0-6	15	7	29	29	29	0	14	29	57	0	14	0	0	0	14	43	43	X	26	6	10	34	30	20
SERVICE	7-12	28	29	36	36	20	4	4	33	37	11	15	4	0	0	42	35	23							
	13+	40	26	24	48	19	5	5	--	--	--	--	--	0	0	13	32	55							
VOLTAGE REGULATOR	0-6	15	7	14	43	43	0	0	14	57	14	14	0	0	14	29	43	14	X	21	6	9	15	41	28
REMOVE	7-12	24	25	68	27	5	0	0	27	32	27	9	5	5	5	36	32	23							
	13+	25	15	64	29	7	0	0	--	--	--	--	--	0	0	20	47	33							
INTERIOR LIGHTS	0-6	15	8	29	43	29	0	0	43	29	0	29	0	0	0	57	0	43	X	18	2	9	19	35	35
INSTALL	7-12	27	41	39	45	8	8	0	21	28	18	28	5	0	3	28	33	36							
	13+	38	25	48	40	8	0	4	--	--	--	--	--	0	0	20	40	40							
NAVIGATION LIGHTS	0-6	15	9	11	78	11	0	0	33	22	22	11	11	0	11	33	33	22	X	43	7	10	33	29	21
REPAIR	7-12	29	35	30	52	9	6	3	18	27	21	15	18	0	6	27	33	33							
	13+	38	25	41	41	18	0	0	--	--	--	--	--	0	0	39	30	30							
PILOT OR COPILOT SEAT	0-6	16	5	0	60	20	0	20	20	60	20	0	0	0	20	40	20	20	X	40	1	5	26	36	31
ASSEMBLE	7-12	24	26	36	48	16	0	0	16	24	32	12	16	0	16	20	40	24							
	13+	29	17	36	64	0	0	0	--	--	--	--	--	0	0	31	44	25							

SOUNDPROOFING REPAIR	0-6	14	4	0	75	25	0	0	25	50	0	25	0	0	0	0	50	50	x	48	3	5	16	31	45
	7-12	22	10	34	48	10	0	7	21	31	24	14	10	0	7	27	40	27							
	13+	30	17	20	67	13	0	0	--	--	--	--	--	0	0	40	20	40							
WINDOWS REPAIR	0-6	14	6	83	17	0	0	0	20	40	0	0	40	0	0	20	40	40	x	33	6	11	29	37	18
	7-12	32	35	61	35	3	0	0	15	24	35	18	9	0	9	36	27	27							
	13+	35	19	53	40	7	0	0	--	--	--	--	--	0	13	38	31	19							
FM HOMING ANTENNA ELEMENTS REMOVE	0-6	14	10	50	20	30	0	0	0	60	10	30	0	0	10	30	50	10	x	40	4	9	12	41	34
	7-12	19	27	50	46	4	0	0	15	37	30	11	7	0	7	37	19	37							
	13+	25	14	54	46	0	0	0	--	--	--	--	--	0	7	21	50	21							
CARGO SUSPENSION SYSTEM (CARGO HOOK) INSTALL	0-6	14	9	38	63	0	0	0	13	63	25	0	0	0	0	50	50	0	x	21	8	6	20	43	23
	7-12	18	27	60	32	0	8	0	12	16	36	24	12	0	12	23	35	31							
	13+	30	17	67	33	0	0	0	--	--	--	--	--	0	0	35	47	18							
CARGO SUSPENSION SYSTEM (CARGO HOOK) REMOVE	0-6	14	8	50	50	0	0	0	13	25	25	25	13	0	0	88	0	13	x	20	8	5	20	40	27
	7-12	32	35	72	28	0	0	0	21	24	30	18	6	0	3	44	29	24							
	13+	43	29	71	29	0	0	0	--	--	--	--	--	0	0	23	31	46							
TAIL ROTOR DRIVE SHAFT COVERS OBTAIN SERVICEABLE REPLACEMENT	0-6	14	7	57	43	0	0	0	14	43	29	14	0	0	14	0	57	29	x	10	4	5	19	38	34
	7-12	18	26	46	31	15	0	8	21	13	29	21	17	0	4	36	16	44							
	13+	22	13	75	17	8	0	0	--	--	--	--	--	0	0	23	46	31							
TAIL BOOM REPAIR	0-6	14	5	40	40	20	0	0	0	80	0	0	20	0	0	40	60	0	x	56	9	18	35	25	13
	7-12	17	9	67	17	17	0	0	13	25	38	25	0	0	13	25	25	38							
	13+	21	7	57	43	0	0	0	--	--	--	--	--	0	29	0	29	43							
N1 POWER LEVER CONTROL TUBES AXIS TC THROTTLE (TWIST GRIP)	0-6	14	5	40	60	0	0	0	40	20	20	20	0	0	0	60	0	40	x	27	20	36	23	16	6
	7-12	15	25	64	23	14	0	0	9	23	50	14	5	0	0	36	45	18							
	13+	18	16	62	31	8	0	0	--	--	--	--	--	0	0	21	64	14							
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR SERVICE	0-6	14	5	20	60	20	0	0	40	40	20	0	0	0	0	40	60	0	x	29	13	11	26	36	14
	7-12	24	29	44	39	11	4	0	25	32	21	14	7	0	0	41	28	31							
	13+	24	17	63	31	6	0	0	--	--	--	--	--	0	0	12	29	59							
N1 TACHOMETER GENERATOR TROUBLESHOOT	0-6	14	6	33	17	33	17	0	17	17	33	33	0	0	0	50	50	0	x	17	10	12	30	31	15
	7-12	26	27	52	24	20	4	0	19	15	41	19	7	0	0	37	37	26							
	13+	37	14	50	40	0	10	0	--	--	--	--	--	0	0	36	27	36							
ENGINE EXHAUST TAIL PIPE REMOVE	0-6	14	6	33	67	0	0	0	0	99	0	0	0	0	0	83	17	0	x	31	4	6	12	42	36
	7-12	23	28	60	28	4	4	4	15	27	23	19	15	0	7	30	26	37							
	13+	37	23	74	22	4	0	0	--	--	--	--	--	0	0	30	35	35							
ENGINE OIL LINES OBTAIN SERVICEABLE REPLACEMENT	0-6	14	8	50	50	0	0	0	0	63	13	25	0	0	13	38	13	38	x	18	5	7	23	38	27
	7-12	27	38	78	19	3	0	0	18	38	29	6	9	0	0	46	31	23							
	13+	23	12	75	17	8	0	0	--	--	--	--	--	0	17	17	58	8							
HYDRAULIC PRESSURE RELIEF VALVE INSTALL	0-6	14	4	75	25	0	0	0	0	99	0	0	0	0	25	25	25	25	x	32	8	14	19	40	19
	7-12	15	11	57	43	0	0	0	0	11	67	0	22	0	11	56	11	22							
	13+	19	8	63	38	0	0	0	--	--	--	--	--	0	0	38	25	38							
HYD PUMP & TACH GEN OR QUILL ASSY (B&D MODELS) REMOVE	0-6	14	8	50	50	0	0	0	0	88	13	0	0	0	0	50	38	13	x	37	4	15	28	31	22
	7-12	16	17	63	31	6	0	0	13	27	20	33	7	0	0	65	18	18							
	13+	17	9	67	33	0	0	0	--	--	--	--	--	0	0	33	44	22							
TRANSMISSION OIL LEVEL SIGHT GAUGE INSTALL	0-6	14	7	43	43	0	14	0	50	50	0	0	0	0	17	50	17	17	x	32	4	13	28	31	25
	7-12	13	11	80	10	0	10	0	0	27	64	9	0	0	0	36	36	27							
	13+	13	7	71	29	0	0	0	--	--	--	--	--	0	0	14	14	71							
TRANSMISSION OIL PUMP SCREEN OBTAIN SERVICEABLE REPLACEMENT	0-6	14	4	25	25	50	0	0	25	25	50	0	0	0	0	50	25	25	x	29	5	8	22	34	32
	7-12	19	15	73	18	0	9	0	36	27	9	18	9	0	9	45	45	0							
	13+	20	11	56	22	11	11	0	--	--	--	--	--	0	11	22	22	44							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	x Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction x ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TRANSMISSION OIL PUMP REPAIR BY REPLACING O-RINGS	0-6	14	6	33	67	0	0	0	33	0	67	0	0	0	17	33	17	33	x	54	14	14	33	25	14
	7-12	10	7	99	0	0	0	0	17	17	33	33	0	0	0	33	17	50							
	13+	15	4	25	50	25	0	0	--	--	--	--	--	0	0	50	0	50							
TRANSMISSION ASSEMBLY REPAIR	0-6	14	6	17	50	17	17	0	17	33	33	17	0	0	17	33	33	17	0	81	35	13	35	13	6
	7-12	13	8	57	43	0	0	0	13	25	38	25	0	0	13	38	13	38							
	13+	13	2	50	50	0	0	0	--	--	--	--	--	0	0	0	50	50							
MAIN ROTOR ASSEMBLY DISASSEMBLE 540 HUB ASSEMBLY	0-6	14	5	0	80	0	0	20	60	40	0	0	0	0	0	60	20	20	0	70	31	19	42	6	3
	7-12	21	13	92	8	0	0	0	17	17	33	8	25	0	8	67	25	0							
	13+	35	8	75	25	0	0	0	--	--	--	--	--	0	0	38	50	13							
STABILIZER BAR DAMPERS PACKAGE	0-6	14	7	57	29	14	0	0	0	29	43	14	14	14	0	14	57	14	x	11	6	10	22	38	26
	7-12	31	30	61	29	7	0	4	39	32	21	4	4	0	0	32	43	25							
	13+	36	18	57	36	7	0	0	--	--	--	--	--	0	0	29	57	14							
PILOT ATTITUDE INDICATOR REMOVE	0-6	14	8	29	71	0	0	0	14	57	29	0	0	0	0	57	43	0	x	17	4	10	21	31	34
	7-12	29	38	72	28	0	0	0	8	30	22	32	8	0	3	22	44	31							
	13+	29	20	65	35	0	0	0	--	--	--	--	--	0	0	15	50	35							
INTERIOR LIGHTS REMOVE	0-6	14	10	40	50	0	0	10	30	40	10	20	0	0	10	20	40	30	x	18	2	8	16	35	38
	7-12	23	31	46	21	18	7	7	30	27	10	17	17	0	0	37	27	37							
	13+	31	22	37	47	16	0	0	--	--	--	--	--	0	0	35	45	20							
INERTIA REELS OBTAIN SERVICEABLE REPLACEMENT	0-6	13	7	29	57	14	0	0	0	17	67	17	0	0	0	50	33	17	x	7	3	5	20	36	35
	7-12	35	53	52	43	5	0	0	12	25	39	20	4	0	4	31	25	39							
	13+	47	29	67	26	7	0	0	--	--	--	--	--	0	4	7	44	44							
TROOP SEATS REPAIR	0-6	13	6	40	60	0	0	0	33	17	17	33	0	0	0	17	33	50	x	38	1	3	15	36	47
	7-12	23	32	29	52	16	0	3	23	33	20	17	7	0	6	10	39	45							
	13+	31	19	47	35	18	0	0	--	--	--	--	--	0	0	20	40	40							
MANUAL JETTISON CONTROLS TROUBLESHOOT	0-6	13	8	25	38	25	0	13	25	38	25	13	0	0	0	50	38	13	x	25	5	12	31	34	18
	7-12	16	13	36	64	0	0	0	23	15	31	23	8	0	0	46	23	31							
	13+	31	25	33	50	8	0	8	--	--	--	--	--	0	0	31	38	31							
TAIL BOOM OBTAIN SERVICEABLE REPLACEMENT	0-6	13	4	0	75	25	0	0	33	33	0	33	0	0	0	67	33	0	x	31	2	11	22	39	26
	7-12	30	31	48	39	6	6	0	17	17	30	23	13	0	16	39	26	19							
	13+	29	13	92	8	0	0	0	--	--	--	--	--	0	8	31	31	31							
VERTICAL FIN FAIRING REMOVE	0-6	13	6	33	67	0	0	0	40	20	0	20	20	0	0	20	20	60	x	29	2	3	18	36	40
	7-12	34	45	38	44	10	5	3	26	29	14	19	12	0	7	38	33	21							
	13+	26	12	50	40	0	10	0	--	--	--	--	--	0	0	10	50	40							
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY SERVICE	0-6	13	8	50	25	13	0	13	25	38	25	13	0	14	14	29	29	14	x	10	7	6	28	32	28
	7-12	19	22	63	26	5	5	0	32	23	27	0	18	0	9	41	32	18							
	13+	18	7	43	29	14	0	14	--	--	--	--	--	0	0	57	29	14							
ENGINE INTAKE BELLMOUTH INSTALL	0-6	13	4	99	0	0	0	0	0	67	33	0	0	0	0	67	33	0	x	46	3	16	16	43	21
	7-12	9	11	30	40	10	10	10	30	10	30	10	20	0	0	30	60	10							
	13+	13	4	99	0	0	0	0	--	--	--	--	--	0	0	25	50	25							

N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR INSTALL	0-6	13	2	0	99	0	0	0	50	0	50	0	0	0	0	50	50	0	*	28	14	12	26	33	14
	7-12	19	16	73	20	0	7	0	6	44	25	13	13	0	6	44	19	31							
	13+	23	16	87	7	7	0	0	--	--	--	--	--	0	13	13	31	44							
N2 TACHEMETER GENERATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	13	7	20	60	20	0	0	29	29	14	0	29	0	0	29	57	14	*	11	6	6	19	40	30
	7-12	25	17	56	29	6	6	6	17	28	33	11	11	0	0	39	28	33							
	13+	42	25	46	38	13	0	6	--	--	--	--	--	0	6	20	36	40							
HYDRAULIC SYSTEM CONNECTING HARDWARE BLEED	0-6	13	8	13	50	25	0	13	50	25	25	0	0	0	0	25	38	38	*	28	9	16	35	29	11
	7-12	20	16	36	29	7	0	29	14	21	29	14	21	0	7	33	40	20							
	13+	21	9	56	33	0	0	11	--	--	--	--	--	0	0	22	44	33							
TAIL ROTOR DRIVE SHAFT INSPECT WITH DYE PENETRANT OR ZYGLO	0-6	13	6	20	40	20	0	20	60	20	0	0	20	0	40	20	0	40	*	22	6	26	32	28	8
	7-12	15	13	75	25	0	0	0	0	42	17	25	17	0	0	58	25	17							
	13+	26	13	77	23	0	0	0	--	--	--	--	--	0	8	15	46	31							
STABILIZER BAR REPAIR	0-6	13	8	25	25	50	0	0	50	38	13	0	0	0	0	50	25	25	0	67	20	20	33	13	13
	7-12	18	16	58	33	8	0	0	23	31	23	15	8	0	8	31	23	38							
	13+	20	6	50	50	0	0	0	--	--	--	--	--	0	0	17	67	17							
INSTRUMENT PANEL INSTALL	0-6	13	7	29	43	14	0	14	0	50	33	17	0	0	0	43	29	29	*	38	9	18	22	24	28
	7-12	15	16	50	29	14	0	7	13	31	25	19	13	0	0	31	31	38							
	13+	16	6	75	25	0	0	0	--	--	--	--	--	0	0	0	99	0							
PILOT ATTITUDE INDICATOR INSTALL	0-6	13	8	14	71	14	0	0	0	50	38	13	0	0	0	25	63	13	*	17	6	12	22	28	33
	7-12	28	36	68	26	6	0	0	18	30	30	6	15	0	0	33	33	33							
	13+	35	22	63	26	11	0	0	--	--	--	--	--	0	0	30	30	40							
TRANSMISSION & ENGINE OIL PRESSURE INDICATORS REMOVE	0-6	13	5	25	50	25	0	0	0	80	0	0	20	0	0	60	40	0	*	15	3	8	16	34	39
	7-12	23	30	60	36	6	0	0	14	21	36	25	4	0	3	31	45	21							
	13+	29	14	43	50	7	0	0	--	--	--	--	--	0	0	29	29	43							
FUEL QUANTITY INDICATOR TEST	0-6	13	8	38	25	13	25	0	13	50	25	13	0	0	13	38	38	13	*	52	14	22	15	37	12
	7-12	15	18	38	31	13	13	6	18	41	18	18	6	0	0	35	29	35							
	13+	27	18	43	29	7	7	14	--	--	--	--	--	0	0	20	33	47							
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES REPAIR	0-6	13	5	20	80	0	0	0	0	40	40	20	0	0	0	20	60	20	*	61	9	13	21	35	23
	7-12	26	24	60	30	10	0	0	23	27	27	9	14	0	9	36	23	32							
	13+	26	16	67	25	8	0	0	--	--	--	--	--	0	9	33	42	25							
VOLTAGE REGULATOR INSTALL	0-6	13	8	57	43	0	0	0	38	38	13	0	13	0	0	38	38	25	*	21	6	11	14	41	28
	7-12	20	22	67	33	0	0	0	19	29	24	14	14	0	0	27	36	36							
	13+	23	15	64	29	7	0	0	--	--	--	--	--	7	7	13	33	40							
LANDING LIGHT ASSEMBLY INSTALL	0-6	13	8	43	57	0	0	0	13	50	13	13	13	13	0	50	13	25	*	17	8	14	16	31	31
	7-12	31	39	80	20	0	0	0	16	24	27	24	11	0	3	27	30	41							
	13+	44	23	78	17	4	0	0	--	--	--	--	--	0	4	35	30	30							
INVERTERS INSTALL	0-6	13	5	0	99	0	0	0	40	20	20	20	0	0	0	40	20	40	*	24	5	11	17	35	32
	7-12	22	23	64	36	0	0	0	0	33	38	19	10	0	0	41	50	9							
	13+	31	18	78	22	0	0	0	--	--	--	--	--	0	0	11	56	33							
JUMP SEATS OBTAIN SERVICEABLE REPLACEMENT	0-6	12	5	60	0	20	0	20	40	40	20	0	0	0	0	20	0	80	*	13	3	6	15	27	48
	7-12	25	39	34	51	3	6	6	28	31	18	18	5	0	3	10	38	49							
	13+	41	25	67	17	13	0	4	--	--	--	--	--	0	0	16	16	68							
ACCESS DOORS & INSPECTION PLATES REPAIR	0-6	12	6	17	33	17	0	33	75	0	25	0	0	0	0	0	50	50	*	39	4	5	11	45	35
	7-12	19	25	35	48	13	0	4	14	41	32	9	5	0	4	43	26	26							
	13+	30	15	31	54	15	0	0	--	--	--	--	--	0	0	20	33	47							
LITTER SUPPORTS INSTALL	0-6	12	7	43	14	43	0	0	29	29	14	14	14	0	0	71	14	14	*	50	5	2	7	28	57
	7-12	7	6	33	33	0	17	17	50	33	17	0	0	0	0	33	17	50							
	13+	12	8	25	38	25	13	0	--	--	--	--	--	0	0	25	25	50							

Task	MECHANICS AND CREWCHIEFS																				SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	X ≥ 20% 0 < 20%	0	1	2	3	4	5
TAIL ROTOR DRIVE SHAFT COVERS REPAIR	0-6	12	7	43	29	14	0	14	29	43	14	0	14	0	0	43	29	29	x	51	5	3	33	10	10
	7-12	18	16	55	18	18	0	9	23	23	38	0	8	0	8	46	23	23							
	13+	29	13	33	33	33	0	0	--	--	--	--	--	0	0	40	30	30							
GROUND HANDLING WHEELS DISASSEMBLE	0-6	12	3	0	67	0	33	0	0	33	33	0	33	0	0	99	0	0	x	61	8	16	30	26	20
	7-12	17	16	81	0	6	6	6	7	47	20	20	7	0	19	44	13	25							
	13+	25	11	78	22	0	0	0	--	--	--	--	--	0	0	50	30	20							
TOW RINGS REMOVE	0-6	12	6	33	50	0	0	17	50	33	17	0	0	0	0	50	33	17	x	10	1	1	10	32	56
	7-12	15	20	63	32	0	0	5	28	33	11	28	0	0	0	26	32	42							
	13+	26	15	54	46	0	0	0	--	--	--	--	--	0	0	29	29	43							
ENGINE INDUCTION BAFFLE OBTAIN SERVICEABLE REPLACEMENT	0-6	12	9	29	29	14	14	14	33	33	17	0	17	0	0	33	33	33	x	23	3	9	24	40	24
	7-12	20	41	56	35	9	0	0	37	20	11	20	11	0	3	23	43	31							
	13+	25	23	42	47	5	0	5	--	--	--	--	--	0	10	15	45	30							
ENGINE TORQUE METER BOOST PUMP TROUBLESHOOT	0-6	12	2	0	99	0	0	0	50	50	0	0	0	0	0	50	50	0	x	48	17	21	42	11	9
	7-12	7	4	50	50	0	0	0	0	50	25	25	0	0	0	75	25	0							
	13+	7	3	50	50	0	0	0	--	--	--	--	--	0	33	33	33	0							
ENGINE TORQUE METER BOOST PUMP INSTALL	0-6	12	1	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0	x	49	9	22	23	28	17
	7-12	7	6	83	17	0	0	0	0	33	50	17	0	0	0	67	17	17							
	13+	7	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
N1 POWER LEVER CONTROL TUBES TROUBLESHOOT SYSTEM	0-6	12	3	0	67	33	0	0	67	33	0	0	0	0	0	33	33	33	x	24	17	37	22	18	5
	7-12	17	17	41	24	12	12	12	13	25	31	25	6	0	0	25	50	25							
	13+	13	8	29	57	14	0	0	--	--	--	--	--	0	0	25	75	0							
FUEL CONTROL UNIT TROUBLESHOOT	0-6	12	3	0	33	33	0	33	0	0	33	33	33	0	0	33	67	0	x	30	28	33	20	13	7
	7-12	15	12	60	20	20	0	0	17	33	50	0	0	0	8	42	42	8							
	13+	29	11	38	38	0	0	25	--	--	--	--	--	0	0	44	44	11							
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR TROUBLESHOOT	0-6	12	2	50	0	0	0	50	0	50	0	50	0	0	0	99	0	0	x	29	19	22	36	16	7
	7-12	17	15	60	13	7	7	13	13	40	33	13	0	0	0	47	33	20							
	13+	17	8	63	25	13	0	0	--	--	--	--	--	0	0	25	25	50							
FUEL QUANTITY TANK UNIT OBTAIN SERVICEABLE REPLACEMENT	0-6	12	4	50	50	0	0	0	0	50	25	0	25	0	0	50	50	0	x	27	4	10	25	34	26
	7-12	17	14	77	23	0	0	0	8	23	31	31	8	0	7	57	29	7							
	13+	16	7	67	33	0	0	0	--	--	--	--	--	0	14	29	57	0							
MAIN FUEL STRAINER (WAFER TYPE) REPAIR	0-6	12	5	20	40	40	0	0	20	0	80	0	0	0	0	60	20	20	x	52	8	18	20	32	22
	7-12	18	14	58	25	8	8	0	27	36	27	0	9	0	0	42	42	17							
	13+	29	18	33	27	27	13	0	--	--	--	--	--	0	0	33	40	27							
FUEL DIFFERENTIAL PRESSURE SWITCH INSTALL	0-6	12	6	20	80	0	0	0	17	17	33	0	33	0	0	83	17	0	x	35	8	15	24	33	21
	7-12	6	5	40	40	20	0	0	0	40	60	0	0	0	0	60	40	0							
	13+	15	5	99	0	0	0	0	--	--	--	--	--	0	0	20	80	0							
STARTING FUEL SOLENOID VALVE FILTER TROUBLESHOOT	0-6	12	4	33	67	0	0	0	99	0	0	0	0	0	0	0	33	67	x	22	14	23	27	25	11
	7-12	10	11	30	50	0	10	10	33	44	11	11	0	0	0	50	20	30							
	13+	15	7	83	17	0	-	0	--	--	--	--	--	0	14	43	43	0							

STARTING FUEL SOLENOID VALVE FILTER	0-6	12	5	20	40	40	0	0	20	20	0	40	20	0	20	20	20	40	x	19	6	11	16	42	26
REMOVE	7-12	22	21	33	44	22	0	0	30	25	30	5	10	0	10	45	35	10							
	13+	26	13	31	38	23	8	0	--	--	--	--	--	0	0	23	46	31							
ENGINE EXHAUST TAIL PIPE	0-6	12	6	50	33	17	0	0	0	50	33	17	0	0	17	50	33	0	x	31	5	7	12	40	36
INSTALL	7-12	23	25	64	32	0	4	0	8	36	28	12	16	0	4	40	32	24							
	13+	27	14	69	23	8	0	0	--	--	--	--	--	0	8	46	31	15							
ENGINE OIL PUMP	0-6	12	3	50	50	0	0	0	0	0	67	33	0	0	0	0	67	33	x	43	9	13	38	25	16
REMOVE	7-12	14	15	64	29	0	0	7	7	27	33	33	0	0	7	47	33	13							
	13+	16	7	83	17	0	0	0	--	--	--	--	--	0	0	71	29	0							
ENGINE OIL COOLER	0-6	12	5	40	40	20	0	0	20	60	0	20	0	0	20	0	60	20	x	45	9	22	30	23	16
CLEAN BY PRESSURE FLUSHING	7-12	26	29	58	29	8	4	0	13	38	25	21	4	0	0	33	38	29							
	13+	29	16	60	33	0	0	7	--	--	--	--	--	0	13	20	40	27							
HYDRAULIC MODULES (C MODEL)	0-6	12	5	40	60	0	0	0	40	20	20	0	20	0	0	20	60	20	x	48	8	14	30	25	23
INSTALL	7-12	10	8	57	29	0	0	14	14	29	29	14	14	0	0	43	43	14							
	13+	13	7	50	33	0	17	0	--	--	--	--	--	0	0	14	29	57							
HYDRAULIC ACCUMULATOR (C MODEL)	0-6	12	4	0	99	0	0	0	33	0	67	0	0	0	0	50	0	50	x	45	10	24	31	19	15
SERVICE	7-12	5	4	33	67	0	0	0	25	25	25	25	0	0	0	25	50	25							
	13+	19	8	63	38	0	0	0	--	--	--	--	--	0	0	38	38	25							
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM)	0-6	12	2	0	50	0	0	50	99	0	0	0	0	0	0	0	99	0	x	34	16	30	28	17	9
TEST	7-12	17	9	78	22	0	0	0	33	44	11	11	0	0	11	22	56	11							
	13+	21	8	38	25	0	13	25	--	--	--	--	--	0	13	25	50	13							
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM)	0-6	12	4	0	50	50	0	0	25	50	25	0	0	0	25	50	25	0	x	22	22	26	35	10	6
TROUBLESHOOT	7-12	30	22	71	24	5	0	0	19	24	29	29	0	0	14	29	48	10							
	13+	33	15	58	25	17	0	0	--	--	--	--	--	0	8	50	42	0							
TRANSMISSION OIL LEVEL SIGHT GAUGE	0-6	12	7	71	29	0	0	0	14	43	43	0	0	0	14	57	0	29	x	32	5	12	31	27	26
REMOVE	7-12	12	11	70	30	0	0	0	0	50	50	0	0	0	0	40	40	20							
	13+	14	9	57	43	0	0	0	--	--	--	--	--	0	14	43	14	29							
TRANSMISSION OIL JETS	0-6	12	4	0	50	25	0	25	33	67	0	0	0	0	0	99	0	0	x	10	5	5	26	35	29
OBTAIN SERVICEABLE REPLACEMENT	7-12	21	31	79	17	3	0	0	30	23	13	27	7	0	13	48	23	16							
	13+	35	19	68	11	11	5	5	--	--	--	--	--	0	0	32	32	37							
TRANSMISSION LIFT LINK	0-6	12	4	25	50	0	25	0	0	25	50	25	0	0	0	50	25	25	x	35	5	6	25	36	28
OBTAIN SERVICEABLE REPLACEMENT	7-12	17	19	71	24	6	0	0	17	44	22	6	11	0	6	44	17	33							
	13+	17	6	80	20	0	0	0	--	--	--	--	--	0	0	25	50	25							
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX)	0-6	12	4	25	25	25	25	0	50	0	50	0	0	0	0	0	50	50	0	81	29	17	29	21	4
REPAIR	7-12	14	13	67	25	8	0	0	8	50	33	8	0	0	0	58	33	8							
	13+	14	5	75	0	25	0	0	--	--	--	--	--	0	20	40	0	40							
INPUT DRIVE QUILL ASSEMBLY	0-6	12	5	20	80	0	0	0	20	20	40	0	20	0	20	40	40	0	x	32	13	31	26	24	6
REPAIR BY REPLACING O-RINGS	7-12	31	28	70	26	0	0	4	7	41	19	26	7	0	7	36	32	25							
	13+	29	16	77	23	0	0	0	--	--	--	--	--	0	8	23	62	8							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT)	0-6	12	6	17	33	17	0	33	40	20	20	20	0	0	0	20	40	40	x	[illegible]	13	27	30	20	11
TROUBLESHOOT	7-12	27	33	39	45	6	6	3	28	38	9	19	6	0	6	26	29	39							
	13+	35	19	50	44	0	0	6	--	--	--	--	--	0	0	32	47	21							
INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX)	0-6	12	5	20	40	20	0	20	40	20	20	0	20	0	0	40	20	40	0	83	33	19	29	14	5
REPAIR	7-12	12	10	71	29	0	0	0	25	38	13	0	25	0	0	50	50	0							
	13+	20	12	63	13	25	0	0	--	--	--	--	--	0	0	13	50	38							
MAIN ROTOR ASSEMBLY	0-6	12	3	33	67	0	0	0	33	0	0	67	0	0	33	67	0	0	x	36	19	26	35	15	5
ADJUST 48' ROTOR COLLECTIVE FORCE WORM-SCREW	7-12	24	20	72	28	0	0	0	15	26	32	11	16	0	5	63	32	0							
	13+	37	11	64	27	9	0	0	--	--	--	--	--	0	9	45	36	9							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
DYNAMIC STOPS (C MODEL) INSTALL	0-6	12	6	17	67	17	0	0	33	0	33	33	0	0	17	33	33	17	X	42	13	12	20	26	29
	7-12	18	18	81	13	6	0	0	12	29	29	6	24	0	6	41	41	12							
	13+	18	6	83	17	0	0	0	--	--	--	--	--	0	0	33	50	17							
ANTI-DRIVE LINK ASSEMBLY (C MODEL ONLY) INSTALL	0-6	12	6	50	33	17	0	0	17	33	33	0	17	0	0	40	40	20	X	38	11	12	19	32	26
	7-12	23	26	67	29	0	4	0	12	32	44	8	4	0	8	40	28	24							
	13+	24	14	36	64	0	0	0	--	--	--	--	--	0	8	15	54	23							
TAIL ROTOR ASSEMBLY PACKAGE	0-6	12	5	0	60	40	0	0	0	60	20	20	0	0	0	0	99	0	X	23	6	9	24	38	22
	7-12	24	15	67	25	0	0	8	23	31	31	0	15	0	8	46	31	15							
	13+	29	12	56	22	0	22	0	--	--	--	--	--	0	0	38	25	38							
INSTRUMENT PANEL OBTAIN SERVICEABLE REPLACEMENT	0-6	12	6	50	33	0	17	0	0	50	33	0	17	0	0	67	17	17	X	36	4	10	28	32	27
	7-12	15	16	38	38	15	8	0	13	20	33	20	13	0	0	33	40	27							
	13+	16	9	71	29	0	0	0	--	--	--	--	--	0	0	0	71	29							
GAS PRODUCER (N1) TACHOMETER INSTALL	0-6	12	7	57	29	14	0	0	0	71	0	14	14	0	14	43	14	29	X	18	6	9	19	29	37
	7-12	17	19	75	25	0	0	0	6	22	28	22	22	0	6	50	28	17							
	13+	19	14	73	18	9	0	0	--	--	--	--	--	0	0	18	45	36							
DUAL TACHOMETER INSTALL	0-6	12	6	40	60	0	0	0	17	33	17	33	0	0	0	17	67	17	X	16	5	10	18	31	36
	7-12	15	19	59	29	6	6	0	24	24	18	29	6	0	0	35	41	24							
	13+	26	18	77	15	0	8	0	--	--	--	--	--	0	0	14	29	57							
TORQUE METER INDICATOR REMOVE	0-6	12	6	50	17	17	17	0	0	83	17	0	0	0	0	50	33	17	X	18	3	9	15	35	39
	7-12	15	15	62	31	0	8	0	0	31	15	46	8	0	0	36	29	36							
	13+	16	9	78	22	0	0	0	--	--	--	--	--	0	11	11	56	22							
FUEL QUANTITY INDICATOR REMOVE	0-6	12	5	20	80	0	0	0	0	60	40	0	0	0	0	60	40	0	X	15	2	10	17	34	37
	7-12	15	17	71	29	0	0	0	0	40	33	20	7	0	0	44	50	6							
	13+	22	13	77	23	0	0	0	--	--	--	--	--	0	8	15	46	31							
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	0-6	12	7	71	29	0	0	0	33	17	33	0	17	0	0	14	43	43	X	22	5	5	26	34	29
	7-12	20	23	75	15	10	0	0	19	14	52	5	10	0	5	38	33	24							
	13+	23	12	60	40	0	0	0	--	--	--	--	--	0	0	60	20	20							
MAIN GENERATOR (ON TRANSMISSION) OBTAIN SERVICEABLE REPLACEMENT	0-6	12	5	80	20	0	0	0	0	40	40	0	20	0	20	40	0	40	X	17	5	8	24	36	28
	7-12	15	13	82	18	0	0	0	9	27	45	9	9	0	9	27	36	27							
	13+	19	9	63	25	13	0	0	--	--	--	--	--	0	0	13	50	38							
TRANSMISSION SIGHT GAUGE LIGHT INSTALL	0-6	12	7	57	29	14	0	0	0	57	29	0	14	0	14	14	43	29	X	31	5	6	14	37	38
	7-12	20	20	58	32	5	5	0	5	26	26	26	16	0	11	42	16	32							
	13+	23	16	71	29	0	0	0	--	--	--	--	--	0	0	36	50	14							
INTERIOR LIGHTS REPAIR	0-6	12	5	25	25	50	0	0	50	25	25	0	0	0	0	50	25	25	X	45	6	10	28	36	19
	7-12	17	24	52	33	10	5	0	23	36	9	27	5	0	0	36	36	27							
	13+	28	16	44	56	0	0	0	--	--	--	--	--	0	0	13	47	40							
NAVIGATION LIGHT FLASHER REMOVE	0-6	12	8	0	99	0	0	0	25	13	25	25	13	0	13	25	25	38	X	24	3	10	15	36	36
	7-12	23	31	68	32	0	0	0	7	25	32	25	11	0	0	34	41	24							
	13+	27	15	60	33	7	0	0	--	--	--	--	--	0	7	13	40	40							

ANTI-COLLISION LIGHT REPAIR	0-6	12	7	29	57	0	14	0	0	43	43	14	0	0	14	29	43	14	x	47	11	9	32	28	20
	7-12	33	39	53	47	0	0	0	22	30	24	14	11	0	8	46	14	32							
	13+	45	30	64	32	4	0	0	--	--	--	--	--	0	4	33	41	22							
COLLECTIVE PITCH & POWER CONTROL LEVER OBTAIN SERVICEABLE REPLACEMENT	0-6	11	5	40	60	0	0	0	0	40	40	0	20	0	60	40	0	0	x	9	5	13	24	36	22
	7-12	31	33	67	30	3	0	0	16	29	35	16	3	0	3	45	48	3							
	13+	37	21	50	44	0	6	0	--	--	--	--	--	0	5	35	40	20							
CARGO DOOR DISASSEMBLE	0-6	11	5	20	60	20	0	0	20	40	20	20	0	0	0	0	20	80	x	34	5	5	23	39	30
	7-12	29	36	46	43	3	3	6	23	34	23	9	11	0	11	29	34	26							
	13+	43	22	50	28	11	0	11	--	--	--	--	--	0	0	21	47	32							
CARGO SUSPENSION SYSTEM (CARGO HOOK) TEST	0-6	11	7	57	14	0	14	14	0	43	43	14	0	0	0	57	43	0	x	34	8	8	24	39	20
	7-12	20	31	45	32	16	3	3	17	33	20	23	7	0	3	23	32	42							
	13+	35	21	47	21	11	5	16	--	--	--	--	--	0	0	20	50	30							
CARGO SUSPENSION SYSTEM (CARGO HOOK) SERVICE	0-6	11	5	60	20	0	0	20	0	60	40	0	0	0	0	80	20	0	x	26	8	5	19	44	24
	7-12	20	20	61	22	17	0	0	21	21	37	16	5	0	5	45	35	15							
	13+	24	15	55	45	0	0	0	--	--	--	--	--	0	0	25	42	33							
WORK PLATFORM (ENGINE & XMSN DECK) REMOVE	0-6	11	4	99	0	0	0	0	0	67	0	33	0	0	33	0	33	33	x	46	3	7	21	28	40
	7-12	20	21	67	28	6	0	0	25	25	35	10	5	0	0	45	25	30							
	13+	13	7	40	60	0	0	0	--	--	--	--	--	0	0	33	67	0							
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY INSTALL	0-6	11	7	43	14	29	0	14	14	14	29	29	14	33	0	17	17	33	x	30	2	8	19	40	31
	7-12	16	18	40	13	27	7	13	29	24	18	0	29	0	12	35	35	18							
	13+	19	8	38	38	0	0	25	--	--	--	--	--	0	0	50	38	13							
ENGINE INTAKE BELLMOUTH REMOVE	0-6	11	6	60	20	0	0	20	0	40	60	0	0	0	0	20	60	20	x	46	3	15	15	40	27
	7-12	13	12	58	25	0	8	8	17	17	58	8	0	0	8	33	42	17							
	13+	20	10	25	50	25	0	0	--	--	--	--	--	0	0	38	63	0							
N2 TACHOMETER GENERATOR * TROUBLESHOOT	0-6	11	9	25	25	38	13	0	11	33	33	22	0	0	0	22	67	11	x	16	10	14	28	34	14
	7-12	24	48	52	25	11	9	2	21	19	33	21	6	0	2	42	25	31							
	13+	31	24	62	14	14	5	5	--	--	--	--	--	0	0	27	45	27							
IGNITER PLUGS TROUBLESHOOT	0-6	11	3	33	33	33	0	0	33	33	33	0	0	0	0	99	0	0	x	22	15	16	29	28	12
	7-12	16	16	69	13	19	0	0	31	13	38	13	6	0	13	44	31	13							
	13+	26	9	50	50	0	0	0	--	--	--	--	--	0	11	22	33	33							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) TROUBLESHOOT	0-6	11	4	25	50	25	0	0	33	33	33	0	0	0	0	25	50	25	x	22	7	18	32	27	16
	7-12	23	19	44	31	13	0	13	13	33	40	7	7	0	7	47	27	20							
	13+	30	13	22	11	33	11	22	--	--	--	--	--	0	0	22	56	22							
FUEL PRESSURE TRANSMITTER REMOVE	0-6	11	3	99	0	0	0	0	33	67	0	0	0	0	0	33	0	67	x	20	5	11	26	34	24
	7-12	17	19	75	25	0	0	0	12	41	35	12	0	0	0	35	47	18							
	13+	18	7	57	29	14	0	0	--	--	--	--	--	0	0	29	29	43							
STARTING FUEL SOLENOID VALVE FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6	11	4	25	25	50	0	0	25	25	0	25	25	0	25	25	25	25	x	22	6	7	29	33	26
	7-12	14	11	38	25	38	0	0	40	20	30	0	10	0	0	20	70	10							
	13+	15	5	20	60	20	0	0	--	--	--	--	--	0	0	20	20	60							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER DISASSEMBLE	0-6	11	2	50	0	0	50	0	50	0	50	0	0	0	0	50	50	0	0	75	27	23	30	13	7
	7-12	16	13	80	20	0	0	0	10	40	10	20	20	0	10	40	30	20							
	13+	21	10	33	56	11	0	0	--	--	--	--	--	0	0	33	44	22							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER ASSEMBLE	0-6	11	2	50	50	0	0	0	50	0	50	0	0	0	0	50	50	0	0	76	34	24	24	14	3
	7-12	17	13	82	18	0	0	0	9	36	18	18	18	0	9	36	27	27							
	13+	26	12	40	50	10	0	0	--	--	--	--	--	0	0	45	36	18							
TAIL ROTOR DRIVE QUILL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	11	5	20	60	20	0	0	20	60	0	20	0	0	0	60	20	20	x	24	4	5	31	32	28
	7-12	27	27	81	19	0	0	0	12	44	24	12	8	0	4	46	35	15							
	13+	30	14	69	23	8	0	0	--	--	--	--	--	0	0	36	36	29							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 - 70%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
STABILIZER BAR PACKAGE	0-6	11	4	0	99	0	0	0	50	50	0	0	0	0	0	75	0	25	x	19	6	12	25	37	20
	7-12	19	14	62	38	0	0	0	14	43	21	7	14	0	0	29	50	21							
	13+	26	10	90	10	0	0	0	--	--	--	--	--	0	0	40	40	20							
DYNAMIC STOPS (C MODEL) REMOVE	0-6	11	7	57	43	0	0	0	0	43	43	0	14	0	0	43	29	29	x	42	9	12	22	26	32
	7-12	21	22	57	43	0	0	0	19	38	14	24	5	0	5	24	48	24							
	13+	15	9	50	50	0	0	0	--	--	--	--	--	0	0	29	71	0							
FUEL QUANTITY INDICATOR INSTALL	0-6	11	6	83	0	0	17	0	0	60	0	20	20	0	0	17	33	50	x	15	2	14	12	37	35
	7-12	15	19	71	24	6	0	0	0	47	35	12	6	0	0	41	29	29							
	13+	25	15	67	25	8	0	0	--	--	--	--	--	0	0	25	58	17							
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	0-6	11	6	67	33	0	0	0	0	20	40	20	20	0	17	17	50	17	x	14	6	6	25	34	30
	7-12	29	32	65	31	4	0	0	21	18	25	18	18	0	4	43	25	29							
	13+	35	18	60	33	7	0	0	--	--	--	--	--	0	0	33	33	33							
MASTER CAUTION PANEL TROUBLESHOOT	0-6	11	5	20	40	40	0	0	20	60	0	20	0	0	20	40	40	0	x	37	19	26	31	17	6
	7-12	16	9	63	38	0	0	0	13	38	50	0	0	0	0	63	13	25							
	13+	17	6	60	40	0	0	0	--	--	--	--	--	0	0	40	20	40							
BATTERY (NICAD) TROUBLESHOOT	0-6	11	5	40	0	20	0	40	25	50	0	25	0	0	0	0	50	50	x	25	11	25	29	27	8
	7-12	17	12	30	30	30	10	0	20	60	20	0	0	0	0	20	10	70							
	13+	32	12	30	50	10	0	10	--	--	--	--	--	0	0	50	40	10							
STANDBY GENERATOR (STARTER-GENERATOR) INSTALL	0-6	11	5	20	40	20	20	0	20	60	0	20	0	0	20	0	80	0	x	22	9	17	21	32	21
	7-12	19	16	67	20	13	0	0	7	40	20	27	7	0	7	33	47	13							
	13+	27	16	60	33	7	0	0	--	--	--	--	--	0	0	40	33	27							
INTERIOR LIGHTS OBTAIN SERVICEABLE REPLACEMENT	0-6	11	7	43	43	0	0	14	43	43	14	0	0	0	14	29	29	29	x	20	4	5	24	35	32
	7-12	24	29	42	27	19	4	8	32	18	14	18	18	0	0	29	32	39							
	13+	31	20	41	41	12	6	0	--	--	--	--	--	0	0	33	28	39							
LANDING LIGHT ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	11	6	33	50	17	0	0	0	33	50	0	17	0	0	67	17	17	x	16	5	6	26	31	31
	7-12	23	24	52	43	5	0	0	14	23	23	18	23	0	4	43	22	30							
	13+	39	27	43	52	4	0	0	--	--	--	--	--	0	0	25	29	46							
VERTICAL FIN FAIRING OBTAIN SERVICEABLE REPLACEMENT	0-6	10	5	80	20	0	0	0	25	25	25	25	0	0	0	25	50	25	x	26	3	4	25	39	29
	7-12	11	15	57	36	0	0	7	38	23	8	23	8	0	7	29	43	21							
	13+	16	7	83	17	0	0	0	--	--	--	--	--	0	0	0	71	29							
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY REPAIR	0-6	10	3	0	67	0	33	0	0	33	33	0	33	0	0	99	0	0	x	58	17	23	32	21	8
	7-12	6	7	99	0	0	0	0	17	33	33	17	0	0	0	50	17	33							
	13+	8	4	99	0	0	0	0	--	--	--	--	--	0	25	25	50	0							
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY REMOVE	0-6	10	4	0	50	0	25	25	25	25	25	C	25	0	0	99	0	0	x	30	2	8	18	43	29
	7-12	10	10	70	10	10	10	0	30	20	20	10	20	0	0	50	20	30							
	13+	10	6	80	0	20	0	0	--	--	--	--	--	0	0	17	50	33							
FUEL CONTROL UNIT RIG TO THROTTLE (TWIST GRIP)	0-6	10	2	0	99	0	0	0	99	0	0	0	0	0	0	50	0	50	x	30	25	24	33	14	3
	7-12	9	4	75	0	25	0	0	25	25	25	25	0	0	0	25	50	25							
	13+	15	8	50	38	0	0	13	--	--	--	--	--	0	13	38	25	25							

N2 POWER LEVER CONTROL TUBES RIG TO COLLECTIVE PITCH LEVER	0-6	10	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	x	24	24	24	33	14	5
	7-12	14	6	40	40	20	0	0	17	17	67	0	0	0	33	33	17	17							
	13+	16	4	67	0	33	0	0	--	--	--	--	--	0	33	67	0	0							
POWER TURBINE GOVERNOR CAMBOX SERVICE	0-6	10	4	0	75	25	0	0	25	75	0	0	0	0	0	25	50	25	x	27	11	10	30	31	19
	7-12	20	26	62	23	8	4	4	23	35	19	19	4	0	0	23	38	38							
	13+	17	8	63	25	13	0	0	--	--	--	--	--	0	0	25	38	38							
FUEL QUANTITY TANK UNIT * TROUBLESHOOT	0-6	10	6	40	40	20	0	0	0	80	0	0	20	0	0	80	20	0	x	27	15	24	36	17	5
	7-12	16	26	70	22	0	4	4	9	26	26	39	0	0	8	46	25	21							
	13+	19	14	73	18	9	0	0	--	--	--	--	--	0	15	38	38	6							
STARTING FUEL MANIFOLD REMOVE	0-6	10	3	67	0	0	0	33	0	99	0	0	0	0	0	50	50	0	x	43	11	16	23	36	14
	7-12	10	14	69	15	8	8	0	7	29	7	43	14	0	0	57	21	21							
	13+	8	4	75	0	25	0	0	--	--	--	--	--	0	0	50	25	25							
ENGINE BEARING OIL STRAINERS OBTAIN SERVICEABLE REPLACEMENT	0-6	10	2	0	50	0	50	0	0	0	50	50	0	0	0	50	50	0	x	18	6	5	22	37	30
	7-12	18	15	50	33	0	8	8	17	8	50	17	8	0	0	8	33	58							
	13+	30	15	38	23	15	15	8	--	--	--	--	--	0	8	15	23	54							
HYDRAULIC PRESSURE RELIEF VALVE REMOVE	0-6	10	5	40	60	0	0	0	0	40	40	0	20	20	0	40	40	0	x	32	6	12	24	39	20
	7-12	11	12	64	36	0	0	0	25	0	17	50	8	0	8	42	25	25							
	13+	17	10	70	30	0	0	0	--	--	--	--	--	0	0	40	50	10							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER REPAIR	0-6	10	3	0	33	33	33	0	50	50	0	0	0	0	0	50	50	0	0	78	37	19	26	15	4
	7-12	12	8	50	25	25	0	0	0	43	43	14	0	0	0	50	25	25							
	13+	11	5	40	40	20	0	0	--	--	--	--	--	0	20	20	40	20							
TRANSMISSION OIL LEVEL SIGHT GAUGE OBTAIN SERVICEABLE REPLACEMENT	0-6	10	5	40	40	0	20	0	50	50	0	0	0	0	25	50	0	25	x	33	2	7	24	39	27
	7-12	9	7	71	14	0	14	0	0	14	71	14	0	0	0	29	43	29							
	13+	13	7	71	14	0	0	14	--	--	--	--	--	0	0	14	29	57							
TRANSMISSION OIL PRESSURE RELIEF VALVE INSTALL	0-6	10	4	25	75	0	0	0	50	25	25	0	0	0	0	75	0	25	x	24	7	14	27	29	23
	7-12	9	9	89	11	0	0	0	22	44	33	0	0	0	11	44	33	11							
	13+	11	7	86	14	0	0	0	--	--	--	--	--	0	14	0	43	43							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) REPAIR (MINOR)	0-6	10	4	25	50	0	0	25	67	33	0	0	0	0	0	33	33	33	x	41	11	21	34	24	10
	7-12	20	25	43	52	4	0	0	29	25	17	25	4	0	0	21	46	33							
	13+	31	16	36	50	14	0	0	--	--	--	--	--	0	7	43	21	29							
MASTER CAUTION PANEL REMOVE	0-6	10	5	60	40	0	0	0	0	40	40	20	0	0	0	20	40	40	x	29	3	12	27	29	29
	7-12	15	15	50	50	0	0	0	0	21	21	43	14	0	0	21	36	43							
	13+	30	15	60	40	0	0	0	--	--	--	--	--	0	0	27	33	40							
TRANSMISSION SIGHT GAUGE LIGHT REMOVE	0-6	10	6	50	33	17	0	0	17	33	50	0	0	0	0	67	17	17	x	31	5	5	15	39	37
	7-12	17	23	86	14	0	0	0	29	19	24	10	19	0	5	33	38	24							
	13+	21	13	85	15	0	0	0	--	--	--	--	--	0	0	8	54	38							
ANTI-COLLISION LIGHT OBTAIN SERVICEABLE REPLACEMENT	0-6	10	6	33	50	0	17	0	0	33	33	33	0	0	17	0	67	17	x	12	5	6	24	35	31
	7-12	39	47	63	33	5	0	0	24	31	20	9	16	0	7	44	22	27							
	13+	61	43	64	31	6	0	0	--	--	--	--	--	0	3	21	36	41							

Appendix C

ORGANIZATIONAL LEVEL: MAINTENANCE TASKS PERFORMED BY THE 7-12 MONTHS EXPERIENCE GROUP BUT NOT BY THE 0-6 MONTHS GROUP

Appendix C presents data for all maintenance tasks performed by the group with 7-12 months of experience but not performed by the 0-6 months group. Data for the 13+ months group are also included for those tasks. As with the previous appendix, only organizational level mechanics and crew chiefs are included.

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
INERTIA REELS REMOVE	7-12	43	66	61	31	7	2	0	18	24	26	17	15	2	5	30	30	33	X	6	2	4	14	34	46
	13+	51	40	54	40	3	3	0	--	--	--	--	--	0	5	27	22	46							
CARGO DOOR ASSEMBLE	7-12	30	37	47	36	8	6	3	22	33	28	6	11	0	11	33	31	25	X	35	3	6	23	39	29
	13+	42	23	53	32	11	0	5	--	--	--	--	--	0	0	20	50	30							
COPILOT ATTITUDE INDICATOR REMOVE	7-12	25	33	76	17	7	0	0	13	25	25	19	19	0	0	28	34	38	X	16	4	10	20	31	35
	13+	40	24	75	20	5	0	0	--	--	--	--	--	0	0	33	24	43							
COLLECTIVE PITCH & POWER CONTROL LEVER RIG TO N1 - N2 CONTROLS	7-12	24	10	80	10	10	0	0	10	10	50	20	10	0	0	60	40	0	X	18	32	33	24	9	3
	13+	33	13	58	17	25	0	0	--	--	--	--	--	0	8	50	33	8							
VOLTAGE REGULATOR ADJUST	7-12	24	29	61	32	4	0	4	10	21	28	31	10	0	0	31	38	31	X	33	17	20	30	21	12
	13+	33	21	68	32	0	0	0	--	--	--	--	--	0	10	33	38	19							
NAVIGATION LIGHTS TROUBLESHOOT	7-12	24	25	35	35	4	9	17	17	17	25	13	29	0	4	33	21	42	X	25	10	18	30	24	15
	13+	34	16	46	38	15	0	0	--	--	--	--	--	0	0	50	36	14							
NAVIGATION LIGHT FLASHER INSTALL	7-12	24	28	67	25	4	4	0	15	26	26	19	15	0	4	26	44	26	X	24	3	10	16	34	37
	13+	32	21	74	26	0	0	0	--	--	--	--	--	0	0	26	32	42							
INVERTERS REMOVE	7-12	24	26	76	24	0	0	0	9	26	39	17	9	0	0	48	13	39	X	24	5	9	18	36	32
	13+	32	20	68	21	11	0	0	--	--	--	--	--	0	0	21	42	37							
PILOT OR COPILOT SEAT DISASSEMBLE	7-12	23	26	36	48	16	0	0	16	20	32	12	20	4	16	16	40	24	X	42	3	3	23	38	34
	13+	27	17	36	64	0	0	0	--	--	--	--	--	0	0	31	44	25							
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR REMOVE	7-12	23	21	67	24	5	5	0	14	29	29	19	10	0	5	33	38	24	X	28	11	9	33	31	16
	13+	24	10	63	25	13	0	0	--	--	--	--	--	0	13	38	25	25							
ENGINE OIL FILTER REPAIR	7-12	23	33	34	38	19	6	3	23	29	23	13	13	0	9	34	28	28	X	54	5	9	27	32	27
	13+	17	7	57	29	14	0	0	--	--	--	--	--	0	0	29	71	0							
SEARCH LIGHT ASSEMBLY REMOVE	7-12	23	29	62	35	4	0	0	14	11	43	29	7	0	4	25	29	43	X	17	4	13	17	33	34
	13+	33	14	71	14	14	0	0	--	--	--	--	--	0	0	14	43	43							
IGNITER PLUGS REMOVE	7-12	22	28	62	27	12	0	0	18	18	32	21	11	4	7	32	39	18	X	21	6	13	23	34	23
	13+	31	18	76	18	6	0	0	--	--	--	--	--	0	6	33	28	33							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) REPAIR	7-12	22	29	35	27	31	8	0	38	19	23	12	8	0	7	33	44	15	X	54	7	16	28	33	16
	13+	25	13	42	50	8	0	0	--	--	--	--	--	0	8	31	38	23							
ENGINE (AS AN OPERATIONAL SYSTEM) ALIGN TO TRANSMISSION	7-12	22	17	75	19	0	6	0	19	19	25	19	19	6	19	31	38	6	X	48	31	20	35	8	6
	13+	20	10	75	25	0	0	0	--	--	--	--	--	0	13	25	50	13							
ELECTRICAL SYSTEM (AS AN OPERATIONAL UNIT) TROUBLESHOOT	7-12	22	11	55	36	0	0	9	18	36	18	27	0	9	18	45	27	0	X	41	33	39	18	6	6
	13+	23	9	44	22	22	11	0	--	--	--	--	--	0	11	33	33	22							
FORCE GRADIENT ASSEMBLIES ASSEMBLE	7-12	21	19	47	41	12	0	0	18	35	24	24	0	0	12	29	41	18	X	50	11	28	31	23	6
	13+	28	17	56	31	6	0	6	--	--	--	--	--	0	6	13	50	31							

NI POWER LEVER CONTROL TUBES	7-12	21	19	63	31	6	0	0	17	22	33	17	11	0	11	28	56	6	x	24	10	18	25	27	20
REMOVE	13+	18	7	80	20	0	0	0	--	--	--	--	--	0	0	40	60	0							
ENGINE (AS AN OPERATIONAL SYSTEM)	7-12	21	11	70	10	10	10	0	30	30	20	20	0	0	0	50	40	10	x	54	10	19	29	29	12
REMOVE	13+	24	9	86	0	14	0	0	--	--	--	--	--	0	0	71	14	14							
TRANSMISSION SUMP PLUG	7-12	21	22	67	17	6	6	6	26	37	26	11	0	0	0	21	42	37	x	13	4	5	24	34	36
OBTAIN SERVICEABLE REPLACEMENT	13+	17	7	99	0	0	0	0	--	--	--	--	--	0	0	20	20	60							
COPILOT ATTITUDE INDICATOR	7-12	21	26	77	18	5	0	0	17	22	26	13	22	0	0	42	29	29	x	19	3	6	28	38	25
OBTAIN SERVICEABLE REPLACEMENT	13+	35	23	58	42	0	0	0	--	--	--	--	--	0	0	25	25	50							
PILOT ATTITUDE INDICATOR	7-12	20	26	68	32	0	0	0	16	36	20	24	4	0	4	24	48	24	x	17	3	7	28	36	25
OBTAIN SERVICEABLE REPLACEMENT	13+	22	15	73	27	0	0	0	--	--	--	--	--	7	0	20	47	27							
TRANSMISSION & ENGINE OIL PRESSURE INDICATORS	7-12	20	23	68	23	9	0	0	14	27	23	27	9	0	5	23	32	41	x	15	3	9	15	35	38
INSTALL	13+	32	23	42	42	16	0	0	--	--	--	--	--	0	0	42	32	26							
SEARCH LIGHT ASSEMBLY	7-12	20	23	70	30	0	0	0	19	5	43	24	10	0	10	24	33	33	x	16	5	5	28	32	29
OBTAIN SERVICEABLE REPLACEMENT	13+	27	12	75	25	0	0	0	--	--	--	--	--	0	0	8	42	50							
CARGO TIEDOWNS (RINGS)	7-12	19	24	35	35	13	4	13	25	29	21	17	8	0	0	25	29	46	x	19	2	7	8	30	57
REMOVE	13+	21	16	45	18	9	9	18	--	--	--	--	--	0	0	25	33	42							
GROUND HANDLING WHEELS	7-12	19	17	81	0	6	6	6	7	53	20	13	7	0	13	44	13	31	x	39	10	17	31	26	16
ASSEMBLE	13+	24	10	63	38	0	0	0	--	--	--	--	--	0	0	44	33	22							
HYDRAULIC PUMP (C MODEL)	7-12	19	14	75	17	8	0	0	42	17	25	17	0	0	8	42	42	8	x	40	14	18	37	19	10
TROUBLESHOOT	13+	17	8	57	43	0	0	0	--	--	--	--	--	0	0	43	29	29							
CLOCK	7-12	19	27	32	28	8	20	12	35	35	12	8	12	0	4	35	23	38	x	57	9	8	21	26	36
ADJUST	13+	30	22	29	41	12	6	12	--	--	--	--	--	0	6	53	6	35							
DUAL TACHOMETER	7-12	19	25	61	35	4	0	0	4	29	25	29	13	0	0	38	46	17	x	16	5	8	17	33	37
REMOVE	13+	26	18	67	28	6	0	0	--	--	--	--	--	0	0	22	28	50							
FIRE DETECTOR SYSTEM	7-12	19	16	60	27	13	0	0	13	25	25	38	0	0	0	25	38	38	x	29	14	25	30	21	10
TROUBLESHOOT	13+	24	10	90	10	0	0	0	--	--	--	--	--	0	10	30	40	20							
STANDBY GENERATOR (STARTER-GENERATOR)	7-12	19	14	54	33	0	0	8	0	23	46	31	0	0	7	29	14	50	x	22	6	17	22	32	22
REMOVE	13+	22	10	99	0	0	0	0	--	--	--	--	--	0	20	30	30	20							
LANDING LIGHT ASSEMBLY	7-12	19	18	69	25	6	0	0	18	29	18	24	12	0	6	41	18	35	x	28	14	23	30	24	10
TROUBLESHOOT	13+	21	10	80	20	0	0	0	--	--	--	--	--	0	0	30	50	20							
IRREVERSIBLE VALVES (B & D MODELS)	7-12	18	17	43	50	7	0	0	20	20	40	13	7	7	7	20	47	20	x	72	21	18	32	21	9
REPAIR	13+	18	6	80	20	0	0	0	--	--	--	--	--	0	0	40	20	40							
HYD PUMP & TACH GEN OR QUILL ASSY (B&D MODELS)	7-12	18	14	83	17	0	0	0	8	31	38	15	8	0	8	62	15	15	x	44	9	19	30	28	14
REPAIR BY REPLACING O-RINGS	13+	15	7	80	20	0	0	0	--	--	--	--	--	0	0	20	60	20							
MAIN ROTOR ASSEMBLY	7-12	18	7	71	14	0	0	14	29	0	14	43	14	0	0	71	14	14	x	59	25	29	27	14	4
REPAIR BLADES	13+	19	9	29	57	14	0	0	--	--	--	--	--	0	0	29	29	43							
COPILOT ATTITUDE INDICATOR	7-12	18	21	68	32	0	0	0	10	40	25	10	15	0	5	35	35	25	x	16	4	13	19	29	35
INSTALL	13+	23	14	79	21	0	0	0	--	--	--	--	--	0	0	7	43	50							
TORQUE METER INDICATOR	7-12	18	21	67	28	6	0	0	16	26	21	26	11	0	0	37	37	26	x	18	3	10	14	35	39
INSTALL	13+	26	19	75	19	6	0	0	--	--	--	--	--	0	6	44	25	25							
NAVIGATION LIGHT FLASHER	7-12	18	37	66	31	0	3	0	12	24	32	15	18	0	3	29	[illegible]	24	x	23	6	5	29	29	31
* OBTAIN SERVICEABLE REPLACEMENT	13+	24	27	72	20	8	0	0	--	--	--	--	--	0	0	16	32	57							

	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of the Mechanics' Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency in Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
SEARCH LIGHT ASSEMBLY	7-12	14	15	55	27	9	9	0	0	25	25	19	31	0	8	54	8	31	X	26	14	22	29	23	11
TROUBLESHOOT	13+	31	19	67	33	0	0	0	--	--	--	--	--	0	0	25	38	38							
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR	7-12	17	13	54	38	8	0	0	8	15	38	15	23	0	15	54	15	15	X	12	27	24	35	9	5
RIG TO N2 SYSTEM	13+	16	9	50	50	0	0	0	--	--	--	--	--	0	0	50	38	13							
AIRSPEED INDICATOR	7-12	17	20	81	13	6	0	0	16	21	37	21	5	0	5	42	26	26	X	19	3	7	15	36	39
REMOVE	13+	29	20	69	25	6	0	0	--	--	--	--	--	0	0	33	33	33							
CLOCK	7-12	17	24	64	36	0	0	0	14	38	33	10	5	0	0	29	38	33	X	16	6	7	24	31	32
OBTAIN SERVICEABLE REPLACEMENT	13+	11	21	75	25	0	0	0	--	--	--	--	--	0	0	10	19	71							
TRANSMISSION & ENGINE OIL TEMP INDICATORS	7-12	17	22	55	45	0	0	0	10	25	30	35	0	0	9	38	38	15	X	15	3	10	16	33	39
INSTALL	13+	16	7	86	14	0	0	0	--	--	--	--	--	0	14	0	57	29							
EXHAUST TEMPERATURE INDICATOR	7-12	17	17	69	25	6	0	0	13	19	25	38	6	0	6	25	44	25	X	16	3	10	13	38	37
INSTALL	13+	20	20	81	13	6	0	0	--	--	--	--	--	0	6	38	31	25							
FUEL PRESSURE INDICATOR	7-12	17	15	62	38	0	0	0	7	21	29	21	21	0	0	21	29	50	X	16	2	10	18	33	38
REMOVE	13+	20	10	90	10	0	0	0	--	--	--	--	--	0	0	10	60	30							
RPM LIMIT WARNING SYSTEM	7-12	17	16	53	27	7	0	13	33	40	0	27	0	0	0	53	40	7	X	57	25	21	33	15	6
TEST	13+	21	11	36	27	9	0	27	--	--	--	--	--	0	0	27	36	36							
TRANSMISSION OIL PRESSURE TRANSMITTER	7-12	17	22	80	20	0	0	0	10	10	35	35	10	0	0	18	68	14	X	21	3	10	25	33	28
INSTALL	13+	17	9	78	22	0	0	0	--	--	--	--	--	0	0	33	44	22							
AIRSPEED INDICATOR	7-12	16	20	72	28	0	0	0	6	22	39	22	11	0	11	37	16	37	X	15	4	10	15	32	39
INSTALL	13+	25	14	93	7	0	0	0	--	--	--	--	--	0	0	29	36	36							
FUEL PRESSURE INDICATOR	7-12	16	17	67	33	0	0	0	6	44	25	25	0	0	0	38	50	13	X	16	2	12	15	35	37
INSTALL	13+	18	10	70	30	0	0	0	--	--	--	--	--	0	0	10	50	40							
MASTER CAUTION PANEL	7-12	16	13	67	33	0	0	0	8	42	42	8	0	0	0	33	58	8	X	28	3	17	21	30	28
INSTALL	13+	16	9	43	57	0	0	0	--	--	--	--	--	0	0	25	13	63							
TRANSMISSION SIGHT GAUGE LIGHT	7-12	16	21	89	11	0	0	0	26	16	26	11	21	0	11	37	26	26	X	30	2	4	27	38	29
OBTAIN SERVICEABLE REPLACEMENT	13+	16	10	90	10	0	0	0	--	--	--	--	--	0	0	10	60	30							
ELECTRICAL SYSTEM (AS AN OPERATIONAL UNIT)	7-12	16	14	29	21	21	7	21	36	29	14	21	0	0	7	57	7	29	X	47	28	34	29	3	6
TEST	13+	19	8	50	13	25	0	13	--	--	--	--	--	0	0	63	38	0							
JUMP SEATS	7-12	15	21	6	71	12	6	6	40	40	10	10	10	0	5	20	25	50	X	40	1	3	18	32	47
REPAIR	13+	22	11	90	10	0	0	0	--	--	--	--	--	0	0	18	27	55							
FM HOMING ANTENNA ELEMENTS	7-12	15	16	50	25	17	8	[illegible]	17	33	17	33	0	0	0	25	33	42	X	40	3	11	12	42	33
INSTALL	13+	14	5	40	40	0	0	20	--	--	--	--	--	0	20	0	60	20							
WHIP ANTENNA	7-12	15	20	50	35	15	0	0	16	26	37	5	16	0	10	25	35	30	X	34	5	5	23	37	30
OBTAIN SERVICEABLE REPLACEMENT	13+	16	8	50	50	0	0	0	--	--	--	--	--	0	0	25	63	13							

N1 POWER LEVER CONTROL TUBES	7-12	15	12	60	40	0	0	0	27	18	36	18	0	0	0	27	73	0	x	24	6	13	19	37	25
OBTAIN SERVICEABLE REPLACEMENT	13+	12	5	99	0	0	0	0	--	--	--	--	--	0	0	0	50	50							
ENGINE ELECTRICAL HARNESS	7-12	15	13	77	8	8	8	0	8	15	54	15	15	0	0	69	23	8	x	37	6	16	27	32	19
REMOVE	13+	18	7	67	17	17	0	0	--	--	--	--	--	0	0	50	0	50							
IGNITION UNIT (EXCITER)	7-12	15	18	65	29	6	0	0	6	33	11	39	11	0	13	25	31	31	x	23	5	11	23	36	25
REMOVE	13+	15	7	86	14	0	0	0	--	--	--	--	--	0	14	14	29	43							
IGNITER PLUGS	7-12	15	16	54	31	15	0	0	27	20	27	20	7	0	7	47	13	33	x	21	7	6	24	34	28
OBTAIN SERVICEABLE REPLACEMENT	13+	19	11	70	20	10	0	0	--	--	--	--	--	0	9	27	45	18							
ENGINE OIL PRESSURE TRANSMITTER	7-12	15	11	64	36	0	0	0	9	45	27	9	9	0	0	64	36	0	x	20	3	11	22	38	26
REMOVE	13+	22	11	56	22	22	0	0	--	--	--	--	--	0	0	33	44	22							
MAIN GENERATOR DRIVE QUILL ASSEMBLY	7-12	15	15	86	7	7	0	0	0	15	62	23	0	0	14	43	36	7	x	46	15	16	27	25	16
REMOVE	13+	14	4	99	0	0	0	0	--	--	--	--	--	0	0	25	75	0							
ANTI-DRIVE LINK ASSEMBLY (C MODEL ONLY)	7-12	15	15	47	47	7	0	0	0	43	21	21	14	0	0	50	29	21	x	39	4	6	29	33	28
OBTAIN SERVICEABLE REPLACEMENT	13+	15	11	70	30	0	0	0	--	--	--	--	--	0	0	36	36	27							
ALTIMETER	7-12	15	16	75	25	0	0	0	8	13	25	17	17	0	0	42	33	25	x	18	3	10	19	31	37
INSTALL	13+	25	14	82	18	0	0	0	--	--	--	--	--	0	0	30	40	30							
TRANSMISSION & ENGINE OIL PRESSURE INDICATORS	7-12	15	17	62	38	0	0	0	6	29	24	35	6	0	0	35	53	12	x	15	4	5	26	32	33
OBTAIN SERVICEABLE REPLACEMENT	13+	26	13	46	38	15	0	0	--	--	--	--	--	0	0	23	38	38							
EXHAUST TEMPERATURE INDICATOR	7-12	15	17	75	19	0	0	6	6	31	25	25	13	0	6	35	29	29	x	16	3	8	15	37	38
REMOVE	13+	18	11	91	9	0	0	0	--	--	--	--	--	0	18	0	55	27							
FUEL PRESSURE INDICATOR	7-12	15	11	67	33	0	0	0	10	30	40	10	10	0	0	20	20	60	x	17	4	5	26	33	32
OBTAIN SERVICEABLE REPLACEMENT	13+	15	8	40	60	0	0	0	--	--	--	--	--	0	0	20	60	20							
FIRE DETECTOR SYSTEM	7-12	15	12	55	18	18	0	9	18	36	18	18	9	0	0	45	18	36	x	28	8	6	27	33	26
OBTAIN SERVICEABLE REPLACEMENT	13+	23	11	63	25	13	0	0	--	--	--	--	--	0	0	40	50	10							
LANDING LIGHT ASSEMBLY	7-12	15	11	55	44	0	0	0	11	33	11	22	22	0	10	50	20	20	x	63	11	14	33	26	16
ASSEMBLE	13+	27	15	58	33	8	0	0	--	--	--	--	--	0	0	17	67	17							
SEARCH LIGHT ASSEMBLY	7-12	15	14	58	42	0	0	0	8	23	23	31	15	0	0	46	23	31	x	64	9	15	39	23	16
DISASSEMBLE	13+	27	15	42	58	0	0	0	--	--	--	--	--	0	0	42	42	17							
SEARCH LIGHT ASSEMBLY	7-12	15	15	54	46	0	0	0	7	29	21	29	14	0	0	50	29	21	x	63	11	18	36	20	16
ASSEMBLE	13+	27	15	50	50	0	0	0	--	--	--	--	--	0	0	42	42	17							
INVERTERS	7-12	15	12	64	18	18	0	0	0	45	36	18	0	0	0	18	73	9	x	37	22	18	40	14	5
TROUBLESHOOT	13+	19	11	91	0	0	9	0	--	--	--	--	--	0	9	27	36	27							
CONTROL PANELS	7-12	15	13	27	18	18	27	9	18	36	27	0	18	0	9	55	18	18	x	48	10	10	30	22	29
REMOVE	13+	11	8	75	0	25	0	0	--	--	--	--	--	0	0	25	25	50							
FORCE GRADIENT ASSEMBLIES	7-12	16	18	73	20	7	0	0	6	56	38	0	0	0	18	41	35	6	0	63	11	34	23	26	6
REPAIR	13+	16	7	33	67	0	0	0	--	--	--	--	--	0	14	57	29	0							
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY	7-12	15	13	64	18	9	9	0	23	38	23	0	15	0	8	31	46	15	x	36	9	16	30	32	13
TROUBLESHOOT	13+	15	5	40	40	0	20	0	--	--	--	--	--	0	0	60	40	0							
ENGINE INDUCTION BAFFLE	7-12	16	13	36	36	18	9	0	55	15	8	23	0	0	0	38	38	23	x	60	8	22	26	28	16
REPAIR	13+	16	7	40	40	20	0	0	--	--	--	--	--	0	0	0	60	40							
N2 POWER LEVER CONTROL TUBES	7-12	16	9	43	43	14	0	0	13	0	6	25	0	0	25	13	50	13	x	24	10	29	29	17	6
TROUBLESHOOT SYSTEM	13+	11	2	0	99	0	0	0	--	--	--	--	--	0	0	99	0	0							

Task	Months of OJT Months and Experience	Percent Participating in Rating	Number of E/N/Rs Performing Task	MECHANICS AND CREWCHIEFS															SUPERVISORS						
				# Times Performed Each Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of E/N/R Duty MOS (%) 1 - 1st month 2 - 2nd to 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New E/N/Rs Must Be Able To Perform At Once With Little Direction X ≥ 70% O < 70%	Amount of Direction Required by New E/N/R (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
N2 POWER LEVER CONTROL TUBES	7-12	14	13	50	30	20	0	0	33	17	25	17	8	8	17	17	42	17	X	22	14	14	26	35	11
INSTALL	13+	16	6	60	20	0	20	0	--	--	--	--	--	0	0	60	20	20							
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR	7-12	15	12	92	8	0	0	0	25	17	33	17	8	0	8	50	33	8	X	29	6	8	25	33	29
OBTAIN SERVICEABLE REPLACEMENT	13+	20	7	60	40	0	0	0	--	--	--	--	--	0	0	40	40	20							
IGNITION UNIT (EXCITER)	7-12	19	18	78	22	0	0	0	11	33	39	6	11	0	11	56	17	17	X	23	6	14	22	35	23
INSTALL	13+	22	11	73	27	0	0	0	--	--	--	--	--	0	0	36	45	18							
ENGINE OIL LINES	7-12	15	7	86	0	0	14	0	29	43	0	14	14	0	14	57	29	0	X	26	5	9	27	38	21
PURGE	13+	24	10	17	50	33	0	0	--	--	--	--	--	0	0	29	57	14							
HYDRAULIC PUMP (C MODEL)	7-12	15	17	83	11	6	0	0	13	44	19	19	6	0	6	28	56	11	X	36	5	5	27	32	31
OBTAIN SERVICEABLE REPLACEMENT	13+	26	11	82	18	0	0	0	--	--	--	--	--	0	18	27	27	27							
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM)	7-12	14	3	99	0	0	0	0	0	50	50	0	0	0	50	0	0	50	X	40	14	21	33	25	7
PURGE	13+	16	10	50	0	13	13	25	--	--	--	--	--	0	0	38	50	13							
TRANSMISSION OIL PUMP	7-12	15	16	85	15	0	0	0	7	36	14	21	21	0	14	29	36	21	X	53	8	18	25	24	24
INSTALL	13+	8	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
MAIN GENERATOR DRIVE QUILL ASSEMBLY	7-12	15	9	85	15	0	0	0	0	13	25	50	13	0	25	50	13	13	X	46	13	24	25	21	16
INSTALL	13+	19	8	86	14	0	0	0	--	--	--	--	--	0	0	14	86	0							
TAIL ROTOR ASSEMBLY	7-12	14	5	50	25	0	0	25	25	0	75	0	0	0	25	25	25	25	O	67	20	29	27	20	5
REPAIR BLADES	13+	18	7	60	0	0	40	0	--	--	--	--	--	0	0	40	20	40							
GAS PRODUCER (N1) TACHOMETER	7-12	14	15	33	67	0	0	0	15	31	23	23	8	0	0	50	29	21	X	19	6	8	18	31	37
REMOVE	13+	15	10	70	30	0	0	0	--	--	--	--	--	0	0	10	50	40							
DUAL TACHOMETER	7-12	14	14	42	58	0	0	0	8	38	8	31	15	0	0	46	38	15	X	18	6	3	25	32	34
OBTAIN SERVICEABLE REPLACEMENT	13+	24	17	59	35	6	0	0	--	--	--	--	--	0	0	18	35	47							
TRANSMISSION & ENGINE OIL PRESSURE INDICATORS	7-12	14	13	75	8	17	0	0	8	17	42	25	8	8	8	25	17	42	X	[illegible]	13	22	33	23	9
TROUBLESHOOT	13+	24	13	44	44	11	0	0	--	--	--	--	--	0	11	22	33	33							
PITOT STATIC SYSTEM	7-12	14	12	50	50	0	0	0	17	33	42	8	0	0	17	42	33	8	X	36	19	22	30	10	11
TROUBLESHOOT	13+	15	7	71	29	0	0	0	--	--	--	--	--	0	14	0	43	43							
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES	7-12	14	10	50	40	10	0	0	20	30	30	10	10	0	0	50	50	0	X	27	9	21	33	26	11
TROUBLESHOOT	13+	20	11	67	22	11	0	0	--	--	--	--	--	0	18	18	36	27							
UNIVERSAL PYLON (EXTERNAL STORES)	7-12	14	13	33	50	17	0	0	17	25	42	0	17	0	0	17	58	25	X	57	10	10	17	31	33
REMOVE	13+	14	7	86	0	0	0	14	--	--	--	--	--	0	14	14	43	29							
MAIN GENERATOR (ON TRANSMISSION)	7-12	14	7	71	29	0	0	0	0	29	29	43	0	0	0	29	57	14	X	30	22	29	26	17	6
TROUBLESHOOT	13+	15	4	75	25	0	0	0	--	--	--	--	--	0	25	25	25	25							
VOLTAGE REGULATOR	7-12	14	15	47	40	13	0	0	14	21	29	36	0	0	0	33	27	40	X	31	26	21	35	14	6
TROUBLESHOOT	13+	21	10	38	63	0	0	0	--	--	--	--	--	0	20	30	30	20							

TRANSMISSION SIGHT GAUGE LIGHT	7-12	14	13	58	25	8	8	0	25	42	17	8	8	0	17	42	25	17	x	57	9	13	34	23	19
REPAIR	13+	18	10	75	13	13	0	0	--	--	--	--	--	0	0	13	75	13							
NAVIGATION LIGHT FLASHER	7-12	14	12	50	30	0	20	0	18	18	36	0	27	0	9	27	27	36	x	34	15	13	28	31	14
TROUBLESHOOT	13+	23	9	57	43	0	0	0	--	--	--	--	--	0	0	29	43	29							
LANDING LIGHT ASSEMBLY	7-12	14	16	79	21	0	0	0	20	27	20	20	13	0	0	33	33	33	x	66	15	20	34	22	10
REPAIR	13+	20	8	75	13	13	0	0	--	--	--	--	--	0	0	38	50	13							
LANDING LIGHT ASSEMBLY	7-12	14	11	56	44	0	0	0	10	30	10	30	20	0	10	50	20	20	x	64	11	14	36	23	16
DISASSEMBLE	13+	28	16	38	33	8	0	0	--	--	--	--	--	0	0	33	50	17							
INVERTERS	7-12	14	13	67	33	0	0	0	0	0	56	33	11	0	0	33	11	56	x	25	4	4	28	35	28
OBTAIN SERVICEABLE REPLACEMENT	13+	23	11	70	20	10	0	0	--	--	--	--	--	0	0	10	50	40							
CONTROL PANELS	7-12	14	16	31	8	31	8	23	31	15	38	15	0	0	0	54	31	15	x	61	23	15	45	13	4
TEST	13+	19	12	42	17	8	0	33	--	--	--	--	--	0	0	8	42	50							
GROUND HANDLING WHEELS	7-12	13	16	62	8	0	15	15	25	42	8	25	0	0	7	50	14	29	x	16	6	8	27	29	30
OBTAIN SERVICEABLE REPLACEMENT	13+	19	7	60	40	0	0	0	--	--	--	--	--	0	0	33	50	17							
POWER TURBINE GOVERNOR CAMBOX	7-12	13	12	75	17	0	8	0	8	25	17	25	25	8	8	33	33	17	x	28	14	14	23	34	17
INSTALL	13+	11	6	99	0	0	0	0	--	--	--	--	--	0	0	25	75	0							
FUEL DIFFERENTIAL PRESSURE SWITCH	7-12	13	7	33	67	0	0	0	0	33	50	17	0	0	0	33	67	0	x	35	6	11	28	31	24
REMOVE	13+	20	8	57	29	14	0	0	--	--	--	--	--	0	0	43	43	14							
FUEL PRESSURE TRANSMITTER	7-12	13	12	90	10	0	0	0	18	36	45	0	0	0	0	36	36	27	x	22	5	6	26	36	28
OBTAIN SERVICEABLE REPLACEMENT	13+	16	7	71	29	0	0	0	--	--	--	--	--	0	0	29	29	43							
FUEL PRESSURE TRANSMITTER	7-12	13	9	67	33	0	0	0	22	33	44	0	0	0	0	22	56	22	x	20	8	10	26	36	21
INSTALL	13+	29	11	90	0	10	0	0	--	--	--	--	--	0	18	27	36	18							
STARTING FUEL SOLENOID VALVE	7-12	13	6	50	17	33	0	0	0	67	17	17	0	0	0	50	33	17	x	28	6	18	19	34	24
INSTALL	13+	15	9	43	43	14	0	0	--	--	--	--	--	0	13	13	63	13							
ENGINE OIL PRESSURE TRANSMITTER	7-12	13	6	50	50	0	0	0	0	33	50	17	0	0	0	67	33	0	x	22	6	6	24	35	31
OBTAIN SERVICEABLE REPLACEMENT	13+	16	8	50	33	17	0	0	--	--	--	--	--	0	0	33	33	33							
ENGINE (AS AN OPERATIONAL SYSTEM)	7-12	13	14	23	54	0	15	8	15	15	15	46	8	0	7	29	29	36	x	39	18	35	35	6	5
TROUBLESHOOT	13+	11	6	25	50	25	0	0	--	--	--	--	--	0	25	25	50	0							
HYDRAULIC RESERVOIR	7-12	13	[illegible]	64	36	0	0	0	9	18	55	18	0	0	9	36	36	18	x	39	5	12	28	30	25
REMOVE	13+	15	6	75	0	25	0	0	--	--	--	--	--	0	25	25	25	25							
TRANSMISSION OIL PRESSURE RELIEF VALVE	7-12	13	6	50	50	0	0	0	17	50	0	33	0	0	0	33	67	0	x	24	5	13	30	28	24
REMOVE	13+	17	7	99	0	0	0	0	--	--	--	--	--	0	14	14	29	43							
DYNAMIC STOPS (C MODEL)	7-12	13	7	57	14	29	0	0	0	43	29	29	0	0	0	43	43	14	x	53	14	18	34	20	14
ADJUST	13+	18	6	99	0	0	0	0	--	--	--	--	--	0	0	17	50	33							
TURN AND SLIP INDICATOR	7-12	13	17	75	19	6	0	0	13	19	44	25	0	0	6	38	31	25	x	21	3	7	22	30	38
REMOVE	13+	12	9	75	13	13	0	0	--	--	--	--	--	0	0	22	22	56							
TRANSMISSION & ENGINE OIL TEMP INDICATORS	7-12	13	12	55	45	0	0	0	8	33	17	42	0	0	0	36	45	18	x	15	5	6	27	31	33
OBTAIN SERVICEABLE REPLACEMENT	13+	13	7	86	14	0	0	0	--	--	--	--	--	0	0	14	57	29							
TRANSMISSION & ENGINE OIL TEMP INDICATORS	7-12	13	12	73	18	9	0	0	18	27	27	18	9	0	9	27	36	27	x	19	3	9	14	36	38
REMOVE	13+	28	10	57	43	0	0	0	--	--	--	--	--	0	0	43	29	29							
MASTER CAUTION PANEL	7-12	13	9	99	0	0	0	0	0	50	38	13	0	0	0	63	25	13	x	34	6	5	27	35	27
OBTAIN SERVICEABLE REPLACEMENT	13+	14	6	60	40	0	0	0	--	--	--	--	--	0	0	20	20	60							

Task	MECHANICS AND CREWCHIEFS																					SUPERVISORS						
	Months of OJT Months Job Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% 0 < 70%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
VOLTAGE REGULATOR OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	13 17	8 6	50 50	33 50	17 0	0 0	0 0	0 --	50 --	33 --	17 --	0 --	17 0	0 0	50 0	17 83	17 17	X	25	5	8	29	33	10
INTERIOR LIGHTS TROUBLESHOOT	7-12 13+	13 10	16 8	57 50	36 38	7 0	0 0	0 13	20 --	47 --	13 --	13 --	7 --	0 0	7 0	53 0	20 75	20 25	X	30	12	15	32	25	16
FIRE WARNING LIGHT TROUBLESHOOT	7-12 13+	13 11	11 5	67 60	33 20	0 0	0 0	0 20	0 --	30 --	10 --	60 --	0 --	0 0	0 20	40 0	30 40	30 40	X	39	17	17	47	20	0
RPM LIMIT WARNING SYSTEM TROUBLESHOOT	7-12 13+	13 18	9 5	75 80	25 20	0 0	0 0	0 0	13 --	53 --	13 --	13 --	0 --	0 0	25 0	25 20	50 60	0 20	X	45	26	26	31	15	6
ELECTRICAL JETTISON CONTROLS X-TEST	7-12 13+	12 23	25 26	23 25	41 46	23 13	9 4	5 13	23 --	18 --	36 --	18 --	5 --	0 0	4 12	30 24	26 24	39 50	X	53	15	16	25	32	13
CARGO SUSPENSION SYSTEM (CARGO HOOK) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 17	10 7	67 80	22 20	11 0	0 0	0 0	20 --	30 --	40 --	0 --	10 --	0 0	10 0	30 20	50 20	10 60	X	24	5	7	20	38	30
ENGINE TAIL PIPE FAIRING (COWLING) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 19	15 10	50 33	21 56	21 11	7 0	0 0	36 --	14 --	14 --	21 --	14 --	0 0	14 0	43 30	15 30	29 40	X	10	3	6	25	36	31
ENGINE ELECTRICAL HARNESS INSTALL	7-12 13+	12 15	11 9	33 89	56 11	11 0	0 0	0 0	0 --	30 --	10 --	60 --	0 --	0 11	9 11	45 11	18 56	27 11	X	37	9	19	27	32	15
IGNITION UNIT (EXCITER) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 21	13 9	62 78	38 22	0 0	0 0	0 0	15 --	23 --	38 --	15 --	8 --	0 0	8 0	62 22	8 56	23 22	X	24	6	7	23	35	29
IGNITION LEAD & COIL ASSEMBLY INSTALL	7-12 13+	12 13	11 6	36 99	55 0	9 0	0 0	0 0	18 --	27 --	36 --	18 --	0 --	0 0	18 0	64 50	9 17	9 33	X	38	10	14	21	33	22
ENGINE OIL PRESSURE SWITCH REMOVE	7-12 13+	12 17	8 7	63 71	38 14	0 14	0 0	0 0	0 --	69 --	25 --	6 --	0 --	0 0	0 0	25 57	63 43	13 0	X	29	3	16	20	37	24
MAIN ROTOR ASSEMBLY BALANCE ROTOR ASSEMBLY	7-12 13+	12 31	6 7	80 86	20 14	0 0	0 0	0 0	20 --	20 --	40 --	20 --	0 --	0 0	0 14	80 29	20 43	0 14	X	66	12	26	22	17	5
DYNAMIC STOPS (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 7	9 5	63 99	25 0	13 0	0 0	0 0	50 --	25 --	13 --	13 --	0 --	0 0	0 0	13 33	50 67	38 0	X	40	6	6	30	32	28
FREE AIR TEMPERATURE INDICATOR REMOVE	7-12 13+	12 14	11 8	64 57	27 43	9 0	0 0	0 0	18 --	36 --	18 --	9 --	18 --	0 0	9 0	36 14	18 86	36 0	X	24	3	5	17	37	38
TURN AND SLIP INDICATOR INSTALL	7-12 13+	12 16	13 10	91 99	9 0	0 0	0 0	0 0	0 --	45 --	27 --	27 --	0 --	0 0	0 0	27 13	27 25	45 63	X	21	3	8	20	30	39
AIRSPEED INDICATOR OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 24	12 15	91 58	0 33	9 8	0 0	0 0	9 --	18 --	55 --	18 --	9 --	0 0	0 0	45 36	27 36	27 27	X	15	5	6	26	33	32
ALTIMETER ADJUST	7-12 13+	12 19	13 10	45 50	27 38	27 0	0 13	0 0	8 --	50 --	8 --	8 --	25 --	0 0	0 0	50 38	17 38	33 25	X	55	27	13	21	32	7

ALTIMETER	7-12	12	13	75	25	0	0	0	8	25	25	33	8	0	8	25	42	25	x	16	3	9	18	33	37
REMOVE	13+	14	7	86	14	0	0	0	--	--	--	--	--	0	0	14	57	29							
EXHAUST TEMPERATURE INDICATOR	7-12	12	10	78	11	0	11	0	0	50	20	20	10	0	20	20	50	10	x	17	6	4	24	33	33
OBTAIN SERVICEABLE REPLACEMENT	13+	17	11	82	18	0	0	0	--	--	--	--	--	0	0	18	45	36							
FIRE DETECTOR SYSTEM	7-12	12	10	60	30	10	0	0	10	40	20	30	0	0	0	30	60	10	x	66	20	22	29	24	5
REPAIR	13+	13	8	88	13	0	0	0	--	--	--	--	--	0	0	13	50	38							
UNIVERSAL PYLON (EXTERNAL STORES)	7-12	12	10	56	33	0	0	11	10	20	30	30	10	0	10	50	20	20	x	57	10	12	17	29	33
INSTALL	13+	20	10	88	13	0	0	0	--	--	--	--	--	0	0	38	50	13							
SEARCH LIGHT ASSEMBLY	7-12	12	11	55	45	0	0	0	36	0	27	27	9	0	0	27	27	45	x	66	17	17	33	21	12
REPAIR	13+	15	5	40	60	0	0	0	--	--	--	--	--	0	0	0	60	40							
FIRE WARNING LIGHT	7-12	12	13	89	11	0	0	0	0	56	11	33	0	0	0	11	44	44	x	34	5	6	28	31	30
OBTAIN SERVICEABLE REPLACEMENT	13+	12	6	33	67	0	0	0	--	--	--	--	--	0	0	50	33	17							
FIRE WARNING LIGHT	7-12	12	11	99	0	0	0	0	0	50	10	30	10	0	0	20	40	40	x	32	7	10	20	32	32
REMOVE	13+	14	7	33	67	0	0	0	--	--	--	--	--	0	0	33	33	33							
RPM LIMIT WARNING SYSTEM	7-12	12	13	73	27	0	0	0	18	27	36	18	0	0	0	45	55	0	x	57	32	17	36	11	4
* ADJUST	13+	17	16	53	40	0	7	0	--	--	--	--	--	0	0	27	40	33							
RPM LIMIT WARNING SYSTEM	7-12	12	11	70	20	10	0	0	10	30	20	20	20	0	0	30	70	0	x	42	10	14	20	33	23
INSTALL	13+	21	7	57	43	0	0	0	--	--	--	--	--	0	0	14	43	43							
OVERHEAD CONSOLE	7-12	12	14	31	0	31	8	31	38	15	31	8	8	0	0	54	23	23	x	62	24	20	39	9	9
TEST	13+	20	12	42	25	0	0	33	--	--	--	--	--	0	0	25	42	33							
CARGO TIEDOWNS (RINGS)	7-12	11	16	67	13	13	7	0	13	33	40	13	0	0	0	25	50	25	x	19	2	3	8	31	56
INSTALL	13+	17	8	71	14	14	0	0	--	--	--	--	--	0	0	38	38	25							
VERTICAL FIN FAIRING	7-12	11	7	60	20	20	0	0	29	29	29	14	0	0	0	14	57	29	x	56	7	13	26	39	15
REPAIR	13+	18	6	50	33	0	17	0	--	--	--	--	--	0	0	0	80	20							
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY	7-12	11	9	63	25	0	13	0	22	22	33	0	22	0	11	33	44	11	0	60	14	22	34	22	8
ASSEMBLE	13+	13	5	60	40	0	0	0	--	--	--	--	--	0	0	60	40	0							
FUEL CONTROL UNIT	7-12	11	13	58	17	17	0	8	15	23	31	23	8	8	8	46	31	8	x	46	34	22	28	12	4
* ADJUST	13+	20	16	43	29	14	0	14	--	--	--	--	--	0	14	29	36	21							
FUEL CONTROL UNIT	7-12	11	6	67	0	17	17	0	33	0	33	33	0	17	0	50	33	0	x	40	23	27	24	15	12
INSTALL	13+	13	3	67	33	0	0	0	--	--	--	--	--	0	0	33	33	33							
HYDRAULIC PRESSURE RELIEF VALVE	7-12	11	8	25	75	0	0	0	0	0	67	0	33	0	17	33	17	33	x	32	6	7	28	39	20
OBTAIN SERVICEABLE REPLACEMENT	13+	12	4	50	50	0	0	0	--	--	--	--	--	0	0	0	25	75							
HYDRAULIC RESERVOIR	7-12	11	12	64	36	0	0	0	9	27	55	9	0	0	9	36	27	27	x	36	6	4	28	36	26
OBTAIN SERVICEABLE REPLACEMENT	13+	12	3	99	0	0	0	0	--	--	--	--	--	0	0	0	50	50							
TRANSMISSION OIL COOLER THERMO VALVE	7-12	11	8	83	17	0	0	0	0	29	14	57	0	0	43	43	0	14	x	31	9	13	31	25	22
REMOVE	13+	12	3	67	33	0	0	0	--	--	--	--	--	0	33	0	33	33							
INSTRUMENT PANEL	7-12	11	9	88	13	0	0	0	25	25	25	25	0	0	0	38	50	13	x	60	10	13	23	33	21
REPAIR	13+	16	9	78	11	0	0	11	--	--	--	--	--	0	0	22	33	44							
COPILOT ATTITUDE INDICATOR	7-12	11	9	63	25	0	0	13	13	63	0	25	0	0	0	25	38	38	x	34	16	23	28	23	9
TROUBLESHOOT	13+	8	4	50	50	0	0	0	--	--	--	--	--	0	0	0	75	25							
AIRSPEED INDICATOR	7-12	11	14	50	42	8	0	0	0	42	17	33	8	0	0	8	33	58	x	17	4	7	18	41	30
REPLACE DECALS	13+	14	10	90	10	0	0	0	--	--	--	--	--	0	10	20	40	30							

Task	MECHANICS AND CREWCHIEFS: Months of UH-1 Mechanic Experience	Percent Performing in According	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0	2 - 1-2	3 - 3-6	4 - 7-10	5 - 11+	First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month	2 - 2nd or 3rd month	3 - 4th to 6th month	4 - 7th to 12th month	5 - After 12 months	Your Proficiency In Performing Task (%) 1 - Poor	2 - Fair	3 - Good	4 - Very Good	5 - Excellent	SUPERVISORS: % Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed	1 - Constant direction	2 - Much direction	3 - Some direction	4 - Little direction	5 - No direction
GAS PRODUCER (N1) TACHOMETER OBTAIN SERVICEABLE REPLACEMENT	7-12	11	8	43	57	0	0	0	29	29	14	29	0	0	0	57	29	14	X	22	7	5	22	35	31
	13+	16	10	60	40	0	0	0	--	--	--	--	--	0	0	20	50	30							
TORQUE METER INDICATOR TROUBLESHOOT	7-12	14	9	71	14	14	0	0	0	14	43	43	0	0	0	43	14	43	X	29	16	24	31	17	12
	13+	15	7	50	25	25	0	0	--	--	--	--	--	0	0	50	25	25							
TORQUE METER INDICATOR OBTAIN SERVICEABLE REPLACEMENT	7-12	11	3	43	43	0	14	0	0	38	13	38	13	0	0	38	38	25	X	20	5	4	24	36	31
	13+	15	9	78	22	0	0	0	--	--	--	--	--	0	0	33	44	22							
FUEL PRESSURE INDICATOR TEST	7-12	11	11	27	27	18	9	18	18	45	18	18	0	0	0	18	55	27	X	57	17	25	15	28	15
	13+	16	9	44	11	0	22	22	--	--	--	--	--	0	0	11	56	33							
FUEL QUANTITY INDICATOR TROUBLESHOOT	7-12	11	9	38	50	0	13	0	0	50	38	13	0	0	0	38	25	38	X	29	15	23	42	13	8
	13+	19	8	75	25	0	0	0	--	--	--	--	--	0	0	20	80	0							
CABIN FLOOR REGISTERS AND DUCTS REMOVE	7-12	11	12	67	8	25	0	0	0	50	25	25	0	0	17	25	33	25	X	49	5	10	24	29	32
	13+	12	6	99	0	0	0	0	--	--	--	--	--	0	0	17	67	17							
TRANSMISSION OIL PRESSURE TRANSMITTER REMOVE	7-12	11	10	78	22	0	0	0	0	22	56	11	11	0	11	56	33	0	X	21	3	9	27	31	29
	13+	19	8	86	14	0	0	0	--	--	--	--	--	0	0	43	43	14							
ENGINE OIL PRESSURE TRANSMITTER INSTALL	7-12	11	10	75	25	0	0	0	0	11	44	44	0	0	11	33	33	22	X	26	3	12	22	36	27
	13+	12	6	83	17	0	0	0	--	--	--	--	--	0	0	33	50	17							
CONTROL PANELS INSTALL	7-12	11	8	29	29	14	29	0	0	14	71	14	0	0	14	43	43	0	X	48	11	10	27	25	27
	13+	14	7	86	14	0	0	0	--	--	--	--	--	0	0	14	57	29							
MANUAL JETTISON CONTROLS OBTAIN SERVICEABLE REPLACEMENT	7-12	10	10	40	40	20	0	0	11	56	11	0	22	0	11	22	44	22	X	26	6	6	26	37	29
	13+	21	11	33	67	0	0	0	--	--	--	--	--	0	0	9	45	45							
FM HOMING ANTENNA ELEMENTS OBTAIN SERVICEABLE REPLACEMENT	7-12	10	10	50	50	0	0	0	25	13	25	25	13	0	0	25	25	50	X	40	4	11	19	36	31
	13+	13	4	50	25	0	0	25	--	--	--	--	--	0	25	25	50	0							
CARGO SUSPENSION SYSTEM (CARGO HOOK) DISASSEMBLE	7-12	10	10	88	13	0	0	0	11	22	44	11	11	0	10	50	30	10	X	54	10	12	27	36	15
	13+	17	10	57	43	0	0	0	--	--	--	--	--	0	0	0	57	43							
CARGO SUSPENSION SYSTEM (CARGO HOOK) ASSEMBLE	7-12	10	8	99	0	0	0	0	14	29	43	14	0	0	13	50	38	0	X	51	13	15	32	29	11
	13+	14	7	75	25	0	0	0	--	--	--	--	--	0	0	0	50	50							
RESCUE HOIST INSTALL	7-12	10	8	25	38	25	13	0	38	25	13	25	0	0	0	25	38	38	X	62	13	11	26	23	28
	13+	7	2	50	0	0	50	0	--	--	--	--	--	0	0	99	0	0							
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY DISASSEMBLE	7-12	10	9	63	25	0	13	0	22	22	33	0	22	0	11	33	44	11	0	63	13	21	34	21	11
	13+	12	5	60	40	0	0	0	--	--	--	--	--	0	0	60	40	0							
ENGINE TORQUE METER BOOST PUMP REMOVE	7-12	10	8	29	57	14	0	0	25	38	25	13	0	0	13	25	63	0	X	49	9	17	28	28	17
	13+	19	7	86	14	0	0	0	--	--	--	--	--	0	0	43	29	29							
POWER TURBINE GOVERNOR CAMBOX RIG TO N2 SYSTEM	7-12	10	7	71	14	14	0	0	0	14	29	29	29	0	14	43	14	29	X	33	27	25	26	15	6
	13+	15	7	71	14	14	0	0	--	--	--	--	--	0	14	57	29	0							

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POWER TURBINE GOVERNOR CAMBOX	7-12	10	6	50	17	17	17	0	0	0	67	17	17	0	0	50	0	50	x	28	14	13	19	40	13
REMOVE	13+	14	4	50	25	25	0	0	--	--	--	--	--	0	0	50	50	0							
POWER TURBINE GOVERNOR CAMBOX	7-12	10	14	57	7	7	21	7	14	29	21	29	7	0	0	43	53	14	x	26	23	19	37	17	4
* TROUBLESHOOT	13+	13	8	86	14	0	0	0	--	--	--	--	--	0	0	38	50	13							
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY	7-12	10	5	40	60	0	0	0	0	40	40	0	0	0	0	40	60	0	x	52	13	13	33	23	17
INSTALL	13+	14	4	99	0	0	0	0	--	--	--	--	--	0	0	50	0	50							
FUEL SHUT-OFF VALVE	7-12	10	6	83	17	0	0	0	33	17	50	0	0	0	17	50	33	0	x	26	7	13	22	34	25
REMOVE	13+	16	6	50	50	0	0	0	--	--	--	--	--	0	0	17	50	33							
MAIN FUEL LINE CHECK VALVES	7-12	10	4	75	25	0	0	0	50	0	50	0	0	0	25	50	25	0	x	32	8	6	26	34	26
OBTAIN SERVICEABLE REPLACEMENT	13+	13	2	50	0	50	0	0	--	--	--	--	--	0	0	50	0	50							
MAIN FUEL LINE CHECK VALVES	7-12	10	8	50	38	0	13	0	0	50	13	25	13	0	0	38	38	25	x	31	13	21	30	26	10
TROUBLESHOOT	13+	18	8	83	0	17	0	0	--	--	--	--	--	0	29	14	43	14							
MAIN FUEL LINE CHECK VALVES	7-12	10	6	67	33	0	0	0	17	50	33	0	0	0	0	67	17	17	x	31	7	16	23	33	21
INSTALL	13+	14	3	50	50	0	0	0	--	--	--	--	--	0	0	33	67	0							
MAIN FUEL LINE CHECK VALVES	7-12	10	3	67	33	0	0	0	33	0	67	0	0	0	33	33	33	0	x	31	6	14	24	33	23
REMOVE	13+	15	3	33	33	33	0	0	--	--	--	--	--	0	0	33	33	33							
STARTING FUEL SOLENOID VALVE	7-12	10	7	29	29	29	14	0	0	57	14	29	0	0	0	71	29	0	x	30	10	30	28	22	10
TROUBLESHOOT	13+	14	5	99	0	0	0	0	--	--	--	--	--	0	20	20	60	0							
STARTING FUEL SOLENOID VALVE	7-12	10	5	40	60	0	0	0	0	20	20	40	20	0	0	40	20	40	x	28	6	14	22	31	27
REMOVE	13+	15	4	50	50	0	0	0	--	--	--	--	--	0	0	50	25	25							
INTERSTAGE BLEED AIR ACTUATOR (L-11&13)	7-12	10	6	40	40	20	0	0	20	20	20	40	0	0	0	60	20	20	x	52	28	23	32	10	7
TEST	13+	11	6	40	60	0	0	0	--	--	--	--	--	0	20	60	0	20							
STARTING FUEL MANIFOLD	7-12	10	7	71	29	0	0	0	14	14	29	43	0	0	0	29	57	14	x	43	16	16	20	39	10
INSTALL	13+	13	4	75	25	0	0	0	--	--	--	--	--	0	25	50	0	25							
STARTING FUEL NOZZLES	7-12	10	8	29	71	0	0	0	14	0	14	57	14	0	0	29	43	29	x	48	20	23	34	14	8
TROUBLESHOOT	13+	7	2	99	0	0	0	0	--	--	--	--	--	0	0	50	0	50							
STARTING FUEL NOZZLES	7-12	10	7	43	43	14	0	0	14	14	14	57	0	0	0	29	29	43	x	47	12	26	20	29	12
INSTALL	13+	7	2	50	50	0	0	0	--	--	--	--	--	0	0	99	0	0							
MAIN FUEL MANIFOLD (L-5 THRU 11)	7-12	10	9	67	22	11	0	0	11	0	44	33	11	0	0	22	44	33	x	50	13	10	22	38	17
REMOVE	13+	9	5	50	50	0	0	0	--	--	--	--	--	0	0	50	25	25							
ENGINE OIL PRESSURE SWITCH	7-12	10	5	40	60	0	0	0	0	60	40	0	0	0	0	40	40	20	x	28	6	5	26	35	28
OBTAIN SERVICEABLE REPLACEMENT	13+	14	4	67	33	0	0	0	--	--	--	--	--	0	0	50	25	25							
ENGINE OIL PRESSURE TRANSMITTER	7-12	10	9	33	56	11	0	0	0	63	13	13	13	0	0	63	25	13	x	20	4	15	15	41	24
INSTALL	13+	22	10	60	40	0	0	0	--	--	--	--	--	0	0	20	20	60							
ENGINE (AS AN OPERATIONAL SYSTEM)	7-12	10	5	25	25	25	0	25	25	0	50	25	0	0	0	25	50	25	x	46	7	9	26	34	24
OBTAIN SERVICEABLE REPLACEMENT	13+	12	4	33	67	0	0	0	--	--	--	--	--	0	0	99	0	0							
ENGINE (AS AN OPERATIONAL SYSTEM)	7-12	10	7	57	29	0	0	14	0	50	0	50	0	0	0	67	0	33	x	53	15	22	27	24	12
INSTALL	13+	7	3	99	0	0	0	0	--	--	--	--	--	0	67	0	33	0							
HYDRAULIC PRESSURE RELIEF VALVE	7-12	10	5	33	67	0	0	0	0	0	50	25	25	0	25	0	50	25	x	54	18	26	26	23	7
TEST	13+	15	6	83	0	0	0	17	--	--	--	--	--	0	0	50	17	33							
HYDRAULIC SYSTEM CONNECTING HARDWARE	7-12	10	7	83	0	0	17	0	0	33	33	33	0	0	0	33	50	17	0	72	29	18	38	9	6
FABRICATE	13+	13	4	50	25	25	0	0	--	--	--	--	--	0	0	25	25	50							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency in Performing Task (%)					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)					
				1. 0 2. 1-2 3. 3-6 4. 7-10 5. 11+					1. 1st month 2. 2nd to 3rd month 3. 4th to 6th month 4. 7th to 12th month 5. After 12 months					1. Poor 2. Fair 3. Good 4. Very Good 5. Excellent					X ≥ 25% 0 < 25%	0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM) ASSEMBLE	7-12	10	4	50	25	25	0	0	25	25	0	25	25	0	25	50	0	25	X	60	18	27	29	20	6
	13+	10	2	50	0	50	0	0	--	--	--	--	--	0	0	50	50	0							
HYD PUMP & TACH GEN OR QUILL ASSY (B&D MODELS) OBTAIN SERVICEABLE REPLACEMENT	7-12	10	10	67	22	11	0	0	13	25	38	25	0	0	0	60	10	30	X	38	7	9	30	34	20
	13+	13	6	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
TRANSMISSION OIL TEMPERATURE THERMO-BULB INSTALL	7-12	10	11	88	13	0	0	0	10	30	10	40	10	0	0	50	20	30	X	22	4	12	26	32	25
	13+	14	7	83	0	17	0	0	--	--	--	--	--	0	0	33	67	0							
TRANSMISSION OIL LEVEL SIGHT GAUGE REPAIR	7-12	10	7	71	29	0	0	0	0	43	57	0	0	0	0	29	43	29	X	66	2	9	36	38	16
	13+	12	3	33	67	0	0	0	--	--	--	--	--	0	0	0	33	67							
TRANSMISSION OIL PRESSURE RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT	7-12	10	3	67	33	0	0	0	0	33	0	67	0	0	0	0	99	0	X	26	7	8	22	37	27
	13+	16	4	99	0	0	0	0	--	--	--	--	--	0	0	0	25	75							
TAIL ROTOR DRIVE QUILL ASSEMBLY REPAIR	7-12	10	3	99	0	0	0	0	0	67	33	0	0	0	0	67	33	0	0	73	26	15	33	12	15
	13+	18	5	50	50	0	0	0	--	--	--	--	--	0	0	20	40	40							
TAIL ROTOR ASSEMBLY BALANCE	7-12	10	4	50	25	0	25	0	0	25	25	50	0	0	0	50	50	0	X	69	21	24	34	16	5
	13+	20	4	99	0	0	0	0	--	--	--	--	--	0	0	50	25	25							
INSTRUMENT PANEL REMOVE	7-12	10	7	43	43	0	0	14	13	50	6	13	25	0	0	14	43	43	X	38	8	12	25	26	29
	13+	14	5	60	20	0	0	20	--	--	--	--	--	0	0	20	40	40							
FREE AIR TEMPERATURE INDICATOR INSTALL	7-12	10	11	64	36	0	0	0	27	36	18	9	9	0	0	9	36	55	X	24	3	8	15	37	18
	13+	19	4	99	0	0	0	0	--	--	--	--	--	0	0	25	75	0							
PILOT ATTITUDE INDICATOR TROUBLESHOOT	7-12	10	6	99	0	0	0	0	17	33	33	17	0	0	0	83	0	17	X	35	19	21	29	25	8
	13+	22	5	40	40	0	0	20	--	--	--	--	--	0	0	33	33	33							
AIRSPEED INDICATOR TROUBLESHOOT	7-12	10	9	44	33	11	0	11	33	11	11	33	11	11	0	44	22	22	X	31	13	16	29	28	13
	13+	14	8	88	0	0	13	0	--	--	--	--	--	0	13	13	50	25							
ALTIMETER OBTAIN SERVICEABLE REPLACEMENT	7-12	10	9	78	22	0	0	0	13	50	13	13	13	0	13	25	63	0	X	17	5	5	27	36	28
	13+	14	7	86	14	0	0	0	--	--	--	--	--	0	0	14	57	29							
GAS PRODUCER (N1) TACHOMETER TROUBLESHOOT	7-12	10	5	99	0	0	0	0	0	20	60	20	0	0	20	40	0	40	X	33	17	25	32	17	10
	13+	19	6	50	50	0	0	0	--	--	--	--	--	0	0	17	50	33							
DC VOLTMETER TROUBLESHOOT	7-12	10	5	40	40	0	20	0	20	20	40	20	0	0	0	60	0	40	X	36	15	28	33	18	8
	13+	16	4	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
EXHAUST TEMPERATURE INDICATOR TROUBLESHOOT	7-12	10	3	99	0	0	0	0	0	33	33	33	0	0	33	0	33	33	X	33	19	22	34	14	11
	13+	19	5	80	20	0	0	0	--	--	--	--	--	0	0	60	20	20							
FUEL QUANTITY INDICATOR OBTAIN SERVICEABLE REPLACEMENT	7-12	10	9	67	33	0	0	0	11	56	22	11	0	0	0	22	78	0	X	15	4	6	25	33	32
	13+	19	12	67	33	0	0	0	--	--	--	--	--	0	0	25	50	25							
AUXILIARY FUEL SYSTEM REMOVE	7-12	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	71	20	9	37	20	14
	13+	7	2	0	99	0	0	0	--	--	--	--	--	0	0	99	0	0							

STANDBY GENERATOR (STARTER-GENERATOR)	7-12	10	6	99	0	0	0	0	0	0	67	33	0	0	0	25	25	50	x	25	8	5	23	35	29
OBTAIN SERVICEABLE REPLACEMENT	13+	12	5	80	20	0	0	0	--	--	--	--	--	0	20	20	60	0							
TRANSMISSION SIGHT GAUGE LIGHT	7-12	10	7	17	50	17	0	17	17	83	0	0	0	0	17	33	17	33	x	39	11	11	28	32	18
TROUBLESHOOT	13+	13	7	80	0	20	0	0	--	--	--	--	--	0	0	40	40	20							
LANDING LIGHT ASSEMBLY	7-12	10	9	67	33	0	0	0	33	11	22	22	11	0	0	22	33	44	x	51	8	25	32	25	10
ADJUST	13+	16	6	83	17	0	0	0	--	--	--	--	--	0	0	33	67	0							
FIRE WARNING LIGHT	7-12	10	11	67	22	11	0	0	20	0	10	70	0	0	10	10	20	60	x	32	6	11	18	32	33
INSTALL	13+	13	6	67	33	0	0	0	--	--	--	--	--	0	0	0	50	50							
HYDRAULIC BYPASS SOLENOID VALVE	7-12	10	8	75	25	0	0	0	0	0	50	38	13	0	25	38	38	0	x	36	9	14	26	28	23
INSTALL	13+	10	5	99	0	0	0	0	--	--	--	--	--	0	0	25	50	25							
HYDRAULIC BYPASS SOLENOID VALVE	7-12	10	7	40	60	0	0	0	0	50	33	17	0	0	17	67	0	17	x	36	9	13	29	27	22
REMOVE	13+	9	6	75	25	0	0	0	--	--	--	--	--	0	0	0	75	25							
RPM LIMIT WARNING SYSTEM	7-12	10	6	80	20	0	0	0	20	40	20	20	0	0	0	60	20	20	x	41	8	4	28	35	25
OBTAIN SERVICEABLE REPLACEMENT	13+	21	11	33	56	0	11	0	--	--	--	--	--	0	0	40	30	30							
TRANSMISSION OIL PRESSURE TRANSMITTER	7-12	10	8	99	0	0	0	0	0	14	29	57	0	0	0	33	33	33	x	34	17	25	37	15	6
TROUBLESHOOT	13+	8	4	50	50	0	0	0	--	--	--	--	--	0	0	25	75	0							
ENGINE OIL PRESSURE TRANSMITTER	7-12	10	5	67	33	0	0	0	0	25	25	50	0	0	0	50	25	25	x	36	17	27	33	15	8
TROUBLESHOOT	13+	8	4	75	25	0	0	0	--	--	--	--	--	0	0	25	50	25							
CONTROL PANELS	7-12	10	7	43	14	29	14	0	17	33	33	0	17	0	0	50	17	33	x	43	6	9	33	28	25
OBTAIN SERVICEABLE REPLACEMENT	13+	11	5	99	0	0	0	0	--	--	--	--	--	0	0	25	50	25							

Appendix D

ORGANIZATIONAL LEVEL: MAINTENANCE TASKS PERFORMED BY THE 13+ MONTHS EXPERIENCE GROUP BUT NOT BY GROUPS WITH LESS EXPERIENCE

Appendix D provides data similar to that in Appendices B and C, but covers tasks performed by the organizational mechanics with 13+ months of experience but not performed by the less experienced groups.

Task	MECHANICS AND CREWCHIEFS														SUPERVISORS						
	Months of OJT Mainten ance Experi ence	Percent Perform ing or Assist ing	Number of 67N20s Perform ing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
CARGO SUSPENSION SYSTEM (CARGO HOOK) RIG	13+	22	10	78	22	0	0	0	0	0	30	50	20	X	38	15	22	28	28	8
CARGO SUSPENSION SYSTEM (CARGO HOOK) TROUBLESHOOT	13+	21	9	57	43	0	0	0	0	0	11	67	22	X	30	9	10	35	35	11
ICE DETECTOR ASSEMBLY TROUBLESHOOT	13+	21	9	86	14	0	0	0	13	0	13	38	38	X	60	6	22	42	24	6
DUAL TACHOMETER TROUBLESHOOT	13+	20	10	50	33	17	0	0	0	0	29	29	43	X	26	16	23	28	17	15
FUEL PRESSURE TRANSMITTER TROUBLESHOOT	13+	19	8	57	29	0	0	14	0	13	38	25	25	X	26	15	24	29	22	11
INTERSTAGE BLEED AIR BAND REMOVE	13+	19	7	99	0	0	0	0	0	0	67	17	17	X	50	16	20	20	33	11
TRANSMISSION OIL TEMP THERMO-SWITCH INSTALL	13+	19	7	43	57	0	0	0	0	0	17	50	33	X	24	4	11	29	33	23
ELECTRICAL JETTISON CONTROLS INSTALL	13+	18	8	50	25	13	0	13	0	0	13	38	50	X	44	6	16	28	29	21
FUEL DIFFERENTIAL PRESSURE SWITCH OBTAIN SERVICEABLE REPLACEMENT	13+	18	7	67	33	0	0	0	0	0	33	67	0	X	36	6	10	30	28	26
ENGINE OIL PRESSURE TRANSMITTER TROUBLESHOOT	13+	18	6	50	50	0	0	0	0	0	0	17	83	X	26	16	21	32	21	10
EXHAUST TEMPERATURE INDICATOR TEST	13+	18	8	83	17	0	0	0	0	0	50	33	17	X	62	21	30	26	17	6
RPM LIMIT WARNING SYSTEM REMOVE	13+	18	9	38	50	13	0	0	0	0	22	33	44	X	42	8	11	26	31	24
ENGINE OIL PRESSURE TRANSMITTER REMOVE	13+	18	9	71	14	14	0	0	0	0	0	29	71	X	26	3	16	24	38	28
TRANSMISSION OIL TEMP THERMO-SWITCH TROUBLESHOOT	13+	17	5	75	25	0	0	0	0	0	0	75	25	X	29	13	26	36	21	6
TAIL ROTOR ASSEMBLY REPAIR HUB ASSEMBLY	13+	17	4	99	0	0	0	0	0	0	25	50	25	0	75	39	13	29	13	6
PITOT STATIC SYSTEM PURGE	13+	17	9	25	50	13	0	13	0	0	25	63	13	X	66	13	19	25	19	22
STANDBY GENERATOR (STARTER-GENERATOR) TROUBLESHOOT	13+	17	3	33	67	0	0	0	0	0	33	67	0	X	34	24	29	28	14	8

ENGINE OIL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	13*	17	6	67	17	17	0	0	0	0	17	17	67	X	26	6	7	20	31	30
ELECTRICAL JETTISON CONTROLS TROUBLESHOOT	13*	16	8	25	38	0	13	25	0	25	13	38	25	X	40	13	17	36	25	10
N2 POWER TURBINE SPEED GOVERNOR INSTALL	13*	16	6	83	0	17	0	0	0	17	33	33	17	X	40	20	19	24	24	13
INTERSTAGE BLEED AIR BAND ADJUST	13*	16	7	83	17	0	0	0	0	0	67	17	17	X	41	24	27	20	12	8
COMBUSTION CHAMBER DRAIN VALVE REMOVE	13*	16	9	78	22	0	0	0	0	0	33	44	22	X	45	6	8	19	42	26
ENGINE OIL TEMPERATURE BULB REMOVE	13*	16	7	75	25	0	0	0	0	0	25	50	25	X	23	1	13	23	40	24
TRANSMISSION OIL TEMP THERMO-SWITCH REPAIR BY REPLACING O-RINGS	13*	16	5	99	0	0	0	0	0	0	25	25	50	X	33	7	18	34	26	15
ANTI-DRIVE LINK ASSEMBLY (C MODEL ONLY) PACKAGE	13*	16	8	40	40	20	0	0	0	0	0	71	29	X	45	8	6	23	30	33
CARGO SUSPENSION SYSTEM (CARGO HOOK) REPAIR	13*	15	6	80	20	0	0	0	0	0	17	67	17	X	56	16	17	36	28	9
N2 POWER TURBINE SPEED GOVERNOR TROUBLESHOOT	13*	15	2	99	0	0	0	0	0	0	50	50	0	X	38	25	25	34	10	6
N1 ACCESSORY DRIVE GEAR BOX INSTALL	13*	15	6	99	0	0	0	0	0	0	99	0	0	X	55	18	21	21	29	11
ENGINE ELECTRICAL HARNESS TROUBLESHOOT	13*	15	5	99	0	0	0	0	0	0	60	0	40	X	33	19	27	31	15	7
TRANSMISSION OIL COOLER THERMO VALVE INSTALL	13*	15	8	75	25	0	0	0	0	0	50	38	13	X	31	11	13	31	26	20
TURN AND SLIP INDICATOR OBTAIN SERVICEABLE REPLACEMENT	13*	15	9	99	0	0	0	0	0	0	14	29	57	X	24	4	5	23	37	30
DC VOLTMETER INSTALL	13*	15	8	60	40	0	0	0	0	0	20	60	20	X	24	1	12	18	34	34
MASTER CAUTION PANEL REPAIR	13*	15	6	50	50	0	0	0	0	0	25	50	25	0	74	22	22	28	19	9
RELAYS (PRIMARY, DC SYSTEM) INSTALL	13*	15	9	63	38	0	0	0	0	0	22	33	44	X	30	7	19	23	27	25
RELAYS (PRIMARY, DC SYSTEM) REMOVE	13*	15	10	80	20	0	0	0	0	0	20	50	30	X	38	7	19	21	28	25
TRANSMISSION OIL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	13*	15	5	75	25	0	0	0	0	0	50	50	0	X	21	4	7	28	32	29
ENGINE TAIL PIPE FAIRING (COWLING) REPAIR	13*	14	5	25	50	25	0	0	0	0	25	25	50	X	56	5	7	29	38	21
ICE DETECTOR ASSEMBLY REMOVE	13*	14	7	99	0	0	0	0	0	0	29	71	0	X	59	5	14	22	29	29

Task	MECHANICS AND CREWCHIEFS														SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1: 0 2: 1-2 3: 3-6 4: 7-10 5: 11+					Your Proficiency in Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction # ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
HOT END OF ENGINE ASSEMBLE	13+	14	1	0	99	0	0	0	0	0	99	0	0	#	66	30	23	23	16	11
HOT END OF ENGINE INSTALL	13+	16	2	50	50	0	0	0	0	50	50	0	0	#	62	30	13	26	17	15
EXHAUST THERMOCOUPLE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	13+	16	4	99	0	0	0	0	0	25	50	0	25	#	66	9	5	23	38	25
ENGINE EXHAUST TAIL PIPE OBTAIN SERVICEABLE REPLACEMENT	13+	16	5	60	40	0	0	0	0	0	40	40	20	#	32	4	5	22	60	10
ENGINE OIL TEMPERATURE BULB OBTAIN SERVICEABLE REPLACEMENT	13+	16	5	99	0	0	0	0	0	0	33	33	33	#	23	6	5	22	36	32
HYDRAULIC MODULES (C MODEL) REMOVE	13+	17	6	99	0	0	0	0	0	0	50	33	17	#	60	5	14	31	27	23
MAIN GENERATOR DRIVE QUILL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	13+	16	5	99	0	0	0	0	0	0	0	99	0	#	46	7	9	31	31	21
ALTIMETER TROUBLESHOOT	13+	16	6	67	33	0	0	0	0	0	33	67	0	#	36	14	20	26	30	10
STANDBY COMPASS REMOVE	13+	16	8	67	17	17	0	0	0	0	33	67	0	#	26	6	9	16	33	38
GENERATOR LOADMETER TROUBLESHOOT	13+	15	6	0	99	0	0	0	0	0	99	0	0	#	37	14	28	32	19	8
CONTROL PANELS TROUBLESHOOT	13+	16	6	67	17	17	0	0	0	0	17	50	33	#	60	22	25	36	13	5
ENGINE INTAKE BELLMOUTH REPAIR	13+	13	5	33	33	0	33	0	0	0	0	67	33	0	77	14	24	21	24	17
N2 POWER TURBINE SPEED GOVERNOR RIG TO N2 SYSTEM	13+	13	5	80	20	0	0	0	0	20	60	20	0	#	66	37	21	31	6	6
FUEL DIFFERENTIAL PRESSURE SWITCH TROUBLESHOOT	13+	13	2	0	0	0	0	99	0	0	0	50	50	#	38	14	23	36	18	8
INTERSTAGE BLEED AIR ACTUATOR IL-111131 INSTALL	13+	13	7	50	50	0	0	0	0	33	33	17	17	#	60	19	27	20	27	8
HOT END OF ENGINE REMOVE	13+	13	6	67	0	33	0	0	0	0	99	0	0	#	62	26	15	23	19	17
EXHAUST THERMOCOUPLE ASSEMBLY INSTALL	13+	13	6	75	0	25	0	0	0	0	50	50	0	#	60	17	11	11	46	14

ENGINE OIL SHUT-OFF VALVE (D&C MODELS) INSTALL	13X	13	5	67	33	0	0	0	0	0	33	0	67	X	46	5	12	23	38	22
ENGINE OIL PRESSURE SWITCH INSTALL	13X	13	6	67	33	0	0	0	0	0	33	33	33	X	29	5	23	14	39	22
HYDRAULIC RESERVOIR BLEED PRESSURIZED (D MODEL)	13X	13	6	99	0	0	0	0	0	0	25	25	50	X	60	12	16	39	20	12
HYDRAULIC SYSTEM FILTERS (B&H MODELS) REPAIR	13X	13	6	50	50	0	0	0	0	0	0	50	50	X	63	7	13	33	26	26
HYDRAULIC ACCUMULATOR (C MODEL) INSTALL	13X	13	5	99	0	0	0	0	0	0	20	60	20	X	60	10	21	25	27	18
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) REMOVE	13X	13	5	80	20	0	0	0	0	0	60	20	20	X	57	6	13	33	25	23
TRANSMISSION OIL TEMP THERMO-SWITCH REMOVE	13X	13	7	99	0	0	0	0	0	0	29	57	14	X	24	6	8	30	34	24
VERTICAL VELOCITY INDICATOR INSTALL	13X	13	8	67	33	0	0	0	0	0	67	0	33	X	20	4	7	20	31	38
STANDBY COMPASS COMPENSATE	13X	13	9	71	14	14	0	0	0	0	14	43	43	X	62	21	26	32	13	9
GENERATOR LOADMETER INSTALL	13X	13	7	25	75	0	0	0	0	0	75	0	25	X	22	3	13	17	33	34
AC VOLTMETER TROUBLESHOOT	13X	13	3	99	0	0	0	0	0	99	0	0	0	X	36	15	29	30	18	8
AC & DC CIRCUIT BREAKERS & PANELS REMOVE	13X	13	5	80	20	0	0	0	0	0	0	60	40	X	45	10	12	28	22	27
ELECTRICAL JETTISON CONTROLS REMOVE	13X	12	6	75	25	0	0	0	0	0	25	50	25	X	54	6	16	25	31	22
WORK PLATFORM (ENGINE & XMSN DECK) REPAIR	13X	12	7	67	33	0	0	0	0	0	33	67	0	0	63	4	15	35	22	24
POWER TURBINE GOVERNOR GEARBOX OBTAIN SERVICEABLE REPLACEMENT	13X	12	6	75	25	0	0	0	0	0	50	50	0	X	29	8	6	26	33	28
FUEL DIFFERENTIAL PRESSURE SWITCH TEST	13X	12	6	33	33	0	0	33	0	25	0	25	50	X	49	11	29	27	17	16
FUEL SHUT-OFF VALVE OBTAIN SERVICEABLE REPLACEMENT	13X	12	2	0	50	0	50	0	0	0	0	50	50	X	26	7	6	26	35	30
STARTING FUEL SOLENOID VALVE OBTAIN SERVICEABLE REPLACEMENT	13X	12	6	50	50	0	0	0	0	0	50	25	25	X	27	7	9	27	31	26
INTERSTAGE BLEED AIR ACTUATOR (T-53-L13) TROUBLESHOOT	13X	12	6	67	33	0	0	0	0	0	67	0	33	X	56	28	25	28	12	6
HOT END OF ENGINE DISASSEMBLE	13X	12	6	99	0	0	0	0	0	0	99	0	0	X	66	27	23	20	19	11
EXHAUST THERMOCOUPLE ASSEMBLY REMOVE	13X	12	7	86	14	0	0	0	0	14	43	29	14	X	67	16	8	17	42	17

Task	MECHANICS AND CREW CHIEFS														SUPERVISORS							
	Months of UH-1 Mechanic Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% 0 < 70%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
ENGINE OIL SHUT-OFF VALVE (REC MODELS) OBTAIN SERVICEABLE REPLACEMENT	13+	12	3	99	0	0	0	0	0	0	99	0	0	X	45	5	2	29	42	23
ENGINE OIL PRESSURE SWITCH TROUBLESHOOT	13+	12	4	25	75	0	0	0	0	0	0	75	25	X	32	16	23	33	18	11
TRANSMISSION OIL COOLER THERMO VALVE OBTAIN SERVICEABLE REPLACEMENT	13+	12	6	67	33	0	0	0	0	0	50	50	0	X	32	7	5	32	33	23
TRANSMISSION OIL TEMP THERMO-SWITCH OBTAIN SERVICEABLE REPLACEMENT	13+	12	6	83	17	0	0	0	0	0	33	50	17	X	28	6	8	25	42	21
TRANSMISSION OIL TEMPERATURE THERMO-BULB REMOVE	13+	12	4	75	25	0	0	0	0	0	25	50	25	X	22	5	9	28	32	27
TRANSMISSION OIL PRESSURE RELIEF VALVE ADJUST	13+	12	8	75	25	0	0	0	0	0	25	50	25	X	22	11	22	34	23	10
TAIL ROTOR DRIVE SHAFT REPAIR	13+	12	4	75	25	0	0	0	0	0	67	0	33	X	26	22	25	19	22	13
PILOT ATTITUDE INDICATOR ADJUST	13+	12	12	60	40	0	0	0	0	0	30	50	20	X	67	25	18	28	18	10
RADIO MAGNETIC COMPASS INDICATOR INSTALL	13+	12	6	50	50	0	0	0	0	0	25	50	25	X	40	5	9	24	29	32
GAS PRODUCER (N1) TACHOMETER TEST	13+	12	6	75	0	25	0	0	0	33	0	67	0	X	67	39	22	24	5	10
AC VOLTMETER INSTALL	13+	12	5	50	50	0	0	0	0	50	0	0	50	X	25	3	10	18	35	33
UNIVERSAL PYLON (EXTERNAL STORES) ASSEMBLE	13+	12	4	50	50	0	0	0	0	0	0	99	0	0	70	17	19	28	22	14
RELAYS (PRIMARY, DC SYSTEM) TROUBLESHOOT	13+	12	5	50	50	0	0	0	0	0	40	20	40	X	43	20	19	26	12	6
RELAYS (PRIMARY, DC SYSTEM) OBTAIN SERVICEABLE REPLACEMENT	13+	12	6	83	17	0	0	0	0	0	17	50	33	X	56	8	6	29	32	24
EXTERNAL POWER RECEPTACLE TROUBLESHOOT	13+	12	5	80	20	0	0	0	0	0	60	40	0	X	49	16	23	31	19	11
TORQUE PRESSURE TRANSMITTER REMOVE	13+	12	5	25	50	25	0	0	0	0	20	20	60	X	32	6	7	28	34	24
HYDRAULIC PRESSURE WARNING SWITCH REMOVE	13+	12	3	0	99	0	0	0	0	0	0	0	99	X	37	5	8	27	32	27

LITTER SUPPORTS REMOVE	13*	11	6	50	50	0	0	0	0	0	33	33	33	*	50	5	2	7	25	62
WORK PLATFORM (ENGINE & XMSN DECK) INSTALL	13*	11	3	67	0	0	0	33	0	0	0	33	67	*	46	3	7	18	33	39
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY ADJUST	13*	11	6	99	0	0	0	0	0	17	33	50	0	*	56	14	16	32	29	9
ICE DETECTOR ASSEMBLY INSTALL	13*	11	3	67	33	0	0	0	0	0	33	67	0	*	59	6	16	20	33	25
ENGINE TORQUE METER BOOST PUMP OBTAIN SERVICEABLE REPLACEMENT	13*	11	4	75	25	0	0	0	0	0	25	50	25	*	51	7	10	23	36	25
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	13*	11	2	99	0	0	0	0	0	0	99	0	0	*	54	5	14	28	28	25
IGNITION LEAD & COIL ASSEMBLY TROUBLESHOOT	13*	11	3	99	0	0	0	0	0	0	33	33	33	*	37	21	24	28	16	11
FUEL SHUT-OFF VALVE TROUBLESHOOT	13*	11	2	50	50	0	0	0	0	0	0	99	0	*	31	17	20	29	20	14
FUEL THERMAL RELIEF VALVE INSTALL	13*	11	2	99	0	0	0	0	0	0	0	99	0	*	43	8	20	24	31	17
FUEL AUXILIARY FLOAT SWITCH (C MODEL) REMOVE	13*	11	4	75	25	0	0	0	0	0	75	25	0	*	62	15	11	26	30	17
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) ADJUST	13*	11	4	50	25	25	0	0	0	0	50	25	25	*	61	28	17	32	17	6
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) REMOVE	13*	11	4	75	0	25	0	0	0	25	50	0	25	*	60	19	19	19	31	13
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) REMOVE	13*	11	2	99	0	0	0	0	0	99	0	0	0	*	66	19	18	24	28	12
INTERSTAGE BLEED AIR BAND INSTALL	13*	11	4	99	0	0	0	0	0	0	25	50	25	*	60	17	21	19	33	9
STARTING FUEL MANIFOLD TROUBLESHOOT	13*	11	2	50	50	0	0	0	0	0	0	50	50	*	63	23	20	32	16	9
COMBUSTION CHAMBER DRAIN VALVE INSTALL	13*	11	5	80	20	0	0	0	0	0	40	40	20	*	59	8	10	16	44	23
ENGINE OIL PUMP OBTAIN SERVICEABLE REPLACEMENT	13*	11	3	50	50	0	0	0	0	0	67	33	0	*	38	8	5	28	32	27
HYDRAULIC PRESSURE RELIEF VALVE ADJUST	13*	11	6	67	33	0	0	0	0	33	33	17	17	*	49	17	27	30	19	8
HYDRAULIC MODULES (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	13*	11	5	20	40	20	20	0	0	0	0	33	67	*	47	5	8	31	35	22
HYDRAULIC ACCUMULATOR (C MODEL) TROUBLESHOOT	13*	11	3	67	33	0	0	0	0	0	33	67	0	*	53	20	16	42	16	6
TRANSMISSION OIL TEMPERATURE THERMO-BULB OBTAIN SERVICEABLE REPLACEMENT	13*	11	6	67	33	0	0	0	0	0	33	33	33	*	27	6	9	21	42	26

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS # Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					SUPERVISORS % Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% 0 < 70%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TRANSMISSION OIL PRESSURE RELIEF VALVE TROUBLESHOOT	13+	11	8	63	38	0	0	0	0	0	13	63	25	X	28	12	24	39	17	8
STABILIZER BAR BALANCE	13+	11	2	99	0	0	0	0	0	0	50	50	0	X	70	24	30	24	16	5
VERTICAL VELOCITY INDICATOR OBTAIN SERVICEABLE REPLACEMENT	13+	11	3	67	33	0	0	0	0	0	67	0	33	X	22	4	6	25	35	30
FUEL PRESSURE INDICATOR TROUBLESHOOT	13+	11	6	33	67	0	0	0	0	17	0	50	33	X	31	14	20	36	18	12
CABIN FLOOR REGISTERS AND DUCTS INSTALL	13+	11	5	60	20	0	20	0	0	0	40	20	40	X	59	5	11	20	30	34
UNIVERSAL PYLON (EXTERNAL STORES) + OBTAIN SERVICEABLE REPLACEMENT	13+	11	6	99	0	0	0	0	0	17	17	50	17	X	56	6	8	26	36	25
BATTERY SUMP JAR (S MODEL) SERVICE	13+	11	7	57	29	14	0	0	0	14	14	43	29	X	52	3	7	22	36	32
REVERSE CURRENT RELAY TROUBLESHOOT	13+	11	3	67	33	0	0	0	0	33	0	67	0	X	16	26	28	32	10	4
REVERSE CURRENT RELAY INSTALL	13+	11	5	80	20	0	0	0	0	20	0	60	20	X	31	7	8	23	35	27
EXTERNAL POWER DOOR LIMIT SWITCH TEST	13+	11	3	33	33	33	0	0	0	0	0	50	50	X	54	16	9	37	17	19
HYDRAULIC PRESSURE WARNING SWITCH INSTALL	13+	11	4	99	0	0	0	0	0	0	0	75	25	X	37	5	9	26	32	27
AC & DC CIRCUIT BREAKERS & PANELS TROUBLESHOOT	13+	11	4	75	25	0	0	0	0	0	25	50	25	X	46	23	26	33	12	6
ELECTRICAL JETTISON CONTROLS OBTAIN SERVICEABLE REPLACEMENT	13+	10	3	33	67	0	0	0	0	0	33	33	33	X	45	8	6	32	35	20
CARGO TIEDOWNS (RINGS) OBTAIN SERVICEABLE REPLACEMENT	13+	10	3	33	67	0	0	0	0	0	50	50	0	X	21	3	5	16	27	48
N1 ACCESSORY DRIVE GEAR BOX REMOVE	13+	10	1	99	0	0	0	0	0	0	0	99	0	X	55	14	21	25	29	11
FUEL SHUT-OFF VALVE INSTALL	13+	10	2	50	50	0	0	0	0	0	0	99	0	X	26	8	14	21	34	24
FUEL AUXILIARY FLOAT SWITCH (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	13+	10	2	99	0	0	0	0	0	0	50	50	0	X	61	9	4	36	30	21

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INTERSTAGE BLEED AIR ACTUATOR (L-11&13) REMOVE	13+	10	4	50	25	0	0	25	0	0	25	50	25	x	48	16	25	22	27	11
MAIN FUEL MANIFOLD (L-5 THRU 11) INSTALL	13+	10	5	99	0	0	0	0	0	0	40	60	0	x	50	13	17	18	38	13
COMBUSTION CHAMBER DRAIN VALVE OBTAIN SERVICEABLE REPLACEMENT	13+	10	4	99	0	0	0	0	0	0	25	50	25	x	49	6	2	27	34	31
ENGINE OIL PUMP INSTALL	13+	10	5	99	0	0	0	0	0	25	25	25	25	x	43	10	16	33	28	13
HYDRAULIC MODULES (C MODEL) TROUBLESHOOT	13+	10	2	99	0	0	0	0	0	0	50	50	0	x	54	23	21	39	5	11
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM) DISASSEMBLE	13+	10	6	99	0	0	0	0	0	0	33	67	0	x	60	18	20	35	20	6
TRANSMISSION OIL TEMPERATURE THERMO-BULB REPAIR BY REPLACING O-RINGS	13+	10	4	75	0	25	0	0	0	0	25	75	0	x	30	3	17	32	29	18
TRANSMISSION OIL TEMPERATURE THERMO-BULB TROUBLESHOOT	13+	10	4	99	0	0	0	0	0	0	25	75	0	x	27	12	24	32	22	10
VERTICAL VELOCITY INDICATOR REMOVE	13+	10	5	99	0	0	0	0	0	0	20	80	0	x	20	4	6	21	30	39
RADIO MAGNETIC COMPASS INDICATOR OBTAIN SERVICEABLE REPLACEMENT	13+	10	6	67	33	0	0	0	0	0	33	33	33	x	38	9	6	24	36	24
CABIN FLOOR REGISTERS AND DUCTS REPAIR	13+	10	2	50	50	0	0	0	0	0	50	50	0	0	72	9	15	35	18	24
UNIVERSAL PYLON (EXTERNAL STORES) DISASSEMBLE	13+	10	3	99	0	0	0	0	0	0	0	99	0	0	71	17	20	26	20	17
UNIVERSAL PYLON (EXTERNAL STORES) ADJUST	13+	10	3	67	0	0	0	33	0	0	0	67	33	0	67	15	20	30	23	13
BATTERY (NICAD) REPAIR	13+	10	4	0	50	50	0	0	0	0	99	0	0	0	75	27	20	33	13	7
BATTERY (NICAD) DISASSEMBLE	13+	10	4	25	75	0	0	0	0	0	25	25	50	0	75	16	16	16	35	16
BATTERY (NICAD) ASSEMBLE	13+	10	4	25	75	0	0	0	0	0	25	25	50	0	73	18	21	21	24	15
BATTERY SUMP JAR (D MODEL) REMOVE	13+	10	6	67	33	0	0	0	0	0	17	50	33	x	50	3	7	15	31	44
GENERATOR FIELD CONTROL RELAY REMOVE	13+	10	2	99	0	0	0	0	0	0	0	0	99	x	39	8	7	26	30	30
EXTERNAL POWER DOOR LIMIT SWITCH TROUBLESHOOT	13+	10	3	50	50	0	0	0	0	33	0	33	33	x	61	17	15	34	26	9
TORQUE PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	13+	10	3	0	50	50	0	0	0	0	0	33	67	x	37	6	6	31	31	25
HYDRAULIC PRESSURE WARNING SWITCH OBTAIN SERVICEABLE REPLACEMENT	13+	10	3	0	99	0	0	0	0	0	0	50	50	x	35	5	6	33	33	25

Task	MECHANICS AND CREWCHIEFS Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					SUPERVISORS % Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 - 20%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
OVERHEAD CONSOLE TROUBLESHOOT	13+	10	5	40	40	0	0	20	0	20	0	60	20	X	51	23	20	43	8	5
AC & DC CIRCUIT BREAKERS & PANELS INSTALL	13+	10	5	50	50	0	0	0	0	0	25	25	50	X	45	12	13	25	25	25

Appendix E

ORGANIZATIONAL LEVEL: MAINTENANCE TASKS PERFORMED BY LESS THAN 10% OF ANY EXPERIENCE GROUP

Appendix E lists those maintenance tasks not reported as performed by any organizational experience level group; that is, no subgroup of organizational mechanics or crew chiefs showed as many as 10% of their number performing these tasks. Since these tasks were not performed by the organizational 67N20s, the only data presented in this appendix are the responses of enlisted supervisors.

Task	% Saying Task(STS) Must be Able To Perform At Once With Little Direction (x ≥ 20%) (- < 20%)	SUPERVISORS: Percent of Direction Response by New STATE (%) 0. Not observed or task not performed 1. Constant Direction 2. Much Direction 3. Some Direction 4. Little Direction 5. No Direction					
		0	1	2	3	4	5
BLACKOUT CURTAINS ADJUST	x	63	4	0	9	31	56
BLACKOUT CURTAINS REPAIR	x	66	5	3	10	41	41
BLACKOUT CURTAINS OBTAIN SERVICEABLE REPLACEMENT	x	57	6	2	17	28	47
BLACKOUT CURTAINS REMOVE	x	57	4	0	8	28	62
BLACKOUT CURTAINS INSTALL	x	57	4	0	8	28	60
LITTER SUPPORTS REPAIR	x	62	7	4	24	30	35
LITTER SUPPORTS OBTAIN SERVICEABLE REPLACEMENT	–	62	7	2	17	28	46
RESCUE HOIST REPAIR	0	77	31	21	24	14	10
RESCUE HOIST SERVICE	x	67	17	10	22	34	17
RESCUE HOIST * TEST	x	66	19	10	31	26	14
RESCUE HOIST OBTAIN SERVICEABLE REPLACEMENT	x	64	13	4	20	27	36
RESCUE HOIST TROUBLESHOOT	x	66	28	18	30	15	10
RESCUE HOIST REMOVE	x	62	13	4	30	26	28
WORK PLATFORM ENGINE & MAIN DECKS OBTAIN SERVICEABLE REPLACEMENT	x	47	3	5	27	27	38
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	x	32	3	9	29	33	26
ICE DETECTOR ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	x	60	6	4	26	36	28
ANTI-ICING INTERPRETER OBTAIN SERVICEABLE REPLACEMENT	x	62	6	9	23	34	28
ANTI-ICING INTERPRETER TROUBLESHOOT	x	65	9	28	28	23	12
ANTI-ICING INTERPRETER REMOVE	x	62	4	15	26	32	23
ANTI-ICING INTERPRETER * INSTALL	x	62	6	13	23	34	23
ENGINE INTAKE BELLMOUTH OBTAIN SERVICEABLE REPLACEMENT	x	45	4	7	22	41	25
ANTI-ICING AIR VALVE OBTAIN SERVICEABLE REPLACEMENT	x	57	4	8	28	34	28
ANTI-ICING AIR VALVE TROUBLESHOOT	x	56	9	13	48	20	9
ANTI-ICING AIR VALVE REMOVE	x	56	5	7	34	30	23
ANTI-ICING AIR VALVE INSTALL	x	56	5	7	34	30	23

Task	SUPERVISORS % Saying New 1ST T Must Be Able To Perform At Once With Little Direction X ≥ 30% O < 30%	Amount of Direction Required by New 1ST T To: 0 Not observed or task not performed 1 Constant Direction 2 Much Direction 3 Some Direction 4 Little Direction 5 No Direction 0	1	2	3	4	5
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	74	13	16	34	16	22
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) TROUBLESHOOT	X	69	24	29	29	11	8
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) REMOVE	X	74	23	16	29	19	13
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) INSTALL	X	74	23	19	26	19	13
VARIABLE INLET GUIDE VANE LINKAGE (L-13) DISASSEMBLE	O	81	26	30	26	9	9
VARIABLE INLET GUIDE VANE LINKAGE (L-13) REPAIR	O	84	32	21	32	5	11
VARIABLE INLET GUIDE VANE LINKAGE (L-13) ASSEMBLY	O	82	27	27	27	9	9
VARIABLE INLET GUIDE VANE LINKAGE (L-13) ADJUST	X	74	23	39	16	13	10
VARIABLE INLET GUIDE VANE LINKAGE (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	74	9	13	28	28	22
VARIABLE INLET GUIDE VANE LINKAGE (L-13) TROUBLESHOOT	X	71	28	32	21	12	8
VARIABLE INLET GUIDE VANE LINKAGE (L-13) REMOVE	X	74	19	16	26	19	19
VARIABLE INLET GUIDE VANE LINKAGE (L-13) INSTALL	X	74	19	29	13	19	19
FUEL CONTROL UNIT PURGE	X	43	18	23	20	27	13
FUEL CONTROL UNIT PRESERVE	X	48	18	25	26	20	11
N2 POWER LEVER CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	X	24	7	11	21	36	25
N2 POWER LEVER CONTROL TUBES REMOVE	X	22	11	16	25	34	15
POWER TURBINE GOVERNOR CAMBOX DISASSEMBLE	X	54	21	12	35	23	9
POWER TURBINE GOVERNOR CAMBOX REPAIR	X	65	27	19	30	20	5
POWER TURBINE GOVERNOR CAMBOX ASSEMBLE	X	65	23	16	[illegible]	23	5
N2 POWER TURBINE SPEED GOVERNOR OBTAIN SERVICEABLE REPLACEMENT	X	40	8	11	26	27	28
N2 POWER TURBINE SPEED GOVERNOR REMOVE	X	40	13	23	23	26	13
FUEL CONTROL DRIVE PAD SEAL OBTAIN SERVICEABLE REPLACEMENT	X	65	7	16	26	21	30
FUEL CONTROL DRIVE PAD SEAL REMOVE	X	66	10	26	31	19	14
FUEL CONTROL DRIVE PAD SEAL INSTALL	X	66	14	26	26	19	14
STARTER DRIVE PAD SEAL (GARLOCK) OBTAIN SERVICEABLE REPLACEMENT	X	56	9	13	24	31	22

Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% O < 70%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some Direction 4 Little direction 5 No direction					
		0	1	2	3	4	5
STARTER DRIVE PAD SEAL (GARLOC) REMOVE	X	58	10	23	29	23	15
STARTER DRIVE PAD SEAL (GARLOC) INSTALL	X	58	13	29	23	21	13
N1 ACCESSORY DRIVE GEAR BOX REPAIR	O	77	31	24	31	10	3
N1 ACCESSORY DRIVE GEAR BOX OBTAIN SERVICEABLE REPLACEMENT	X	54	9	18	21	30	23
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY REPAIR	O	78	32	14	29	18	7
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY REMOVE	X	52	10	13	33	28	15
ENGINE ELECTRICAL HARNESS OBTAIN SERVICEABLE REPLACEMENT	X	37	8	10	30	28	24
ENGINE ELECTRICAL HARNESS TEST	X	48	22	26	28	12	11
IGNITION LEAD & COIL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	X	35	9	6	23	30	32
IGNITION LEAD & COIL ASSEMBLY REMOVE	X	35	9	12	22	32	25
FUEL THERMAL RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT	X	42	9	4	32	29	26
FUEL THERMAL RELIEF VALVE TROUBLESHOOT	X	46	16	29	28	19	7
FUEL THERMAL RELIEF VALVE REMOVE	X	43	7	17	25	31	20
FUEL AUXILIARY FLOAT SWITCH (C MODEL) TROUBLESHOOT	X	63	16	33	31	7	13
FUEL AUXILIARY FLOAT SWITCH (C MODEL) INSTALL	X	62	15	15	20	37	13
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) TEST	X	62	30	15	30	15	9
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) OBTAIN SERVICEABLE REPLACEMENT	X	60	19	6	25	27	23
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) TROUBLESHOOT	X	56	26	26	30	9	8
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L9&9A) INSTALL	X	60	21	19	19	33	8
INTERSTAGE BLEED AIR ACTUATOR (L-11&13) OBTAIN SERVICEABLE REPLACEMENT	X	48	11	11	31	22	25
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) TEST	X	52	28	22	25	18	7
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) OBTAIN SERVICEABLE REPLACEMENT	X	46	13	7	24	27	28
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) TROUBLESHOOT	X	44	27	20	30	16	7
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) INSTALL	X	46	19	24	21	28	8
INTERSTAGE BLEED AIR BAND OBTAIN SERVICEABLE REPLACEMENT	X	34	10	6	29	30	25

Task	SUPERVISORS						
	% Saying New (TNCO) Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New (TNCO) (%) 0 Not observed or task not performed 1 Constant Direction 2 Much direction 3 Some Direction 4 Little direction 5 No direction					
	[illegible]	0	1	2	3	4	5
N1 TURBINE WHEEL (L-13) REPAIR	0	84	40	15	20	10	15
N1 TURBINE WHEEL (L-13) OBTAIN SERVICEABLE REPLACEMENT	0	78	22	11	22	19	26
N1 TURBINE WHEEL (L-13) REMOVE	0	79	31	15	23	12	19
N1 TURBINE WHEEL (L-13) INSTALL	0	79	31	15	23	12	19
N2 TURBINE WHEEL (L-13) REPAIR	0	85	42	16	21	11	11
N2 TURBINE WHEEL (L-13) OBTAIN SERVICEABLE REPLACEMENT	0	77	21	14	21	18	25
N2 TURBINE WHEEL (L-13) REMOVE	0	78	30	19	22	11	19
N2 TURBINE WHEEL (L-13) INSTALL	0	78	33	15	22	11	19
STARTING FUEL MANIFOLD PURGE	X	53	19	19	28	21	12
STARTING FUEL MANIFOLD OBTAIN SERVICEABLE REPLACEMENT	X	45	12	6	25	30	27
STARTING FUEL NOZZLES OBTAIN SERVICEABLE REPLACEMENT	X	49	11	5	29	31	24
STARTING FUEL NOZZLES * REMOVE	X	47	11	23	23	29	14
MAIN FUEL MANIFOLD (L-5 THRU 11) PURGE	X	58	20	16	29	24	12
MAIN FUEL MANIFOLD (L-5 THRU 11) OBTAIN SERVICEABLE REPLACEMENT	X	51	15	3	20	34	27
MAIN FUEL MANIFOLD (L-5 THRU 11) TROUBLESHOOT	X	49	23	16	34	19	8
MAIN FUEL MANIFOLD (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	66	18	10	20	30	23
MAIN FUEL MANIFOLD (L-13) TROUBLESHOOT	X	65	24	29	31	10	7
MAIN FUEL MANIFOLD (L-13) REMOVE	X	66	20	28	18	28	8
MAIN FUEL MANIFOLD (L-13) INSTALL	X	66	20	33	15	25	8
FUEL DIVIDER & DUMP VALVE (L-13) * DISASSEMBLE	0	83	30	20	30	5	15
FUEL DIVIDER & DUMP VALVE (L-13) REPAIR	0	83	30	25	25	5	15
FUEL DIVIDER & DUMP VALVE (L-13) * ASSEMBLE	0	82	38	19	19	10	14
FUEL DIVIDER & DUMP VALVE (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	72	15	6	30	24	24
FUEL DIVIDER & DUMP VALVE (L-13) TROUBLESHOOT	X	71	34	14	34	6	11
FUEL DIVIDER & DUMP VALVE (L-13) REMOVE	X	73	19	19	28	22	13

TASK	SUPERVISORS						
	% Supvs. Noted New 3-Lvl Must Be Able To Perform In Shop Within Six Months X - 50% O - 50%	Amount of Direction Required by New 3-LEVEL: 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
		0	1	2	3	4	5
FUEL DIVIDER & DUMP VALVE (L-13) INSTALL	X	73	22	22	25	19	13
MAIN FUEL NOZZLES (L-5 THRU 11) OBTAIN SERVICEABLE REPLACEMENT	X	64	16	5	29	32	23
MAIN FUEL NOZZLES (L-5 THRU 11) REMOVE	X	63	13	19	31	22	18
MAIN FUEL NOZZLES (L-5 THRU 11) INSTALL	X	63	16	18	31	20	18
EXHAUST THERMOCOUPLE ASSEMBLY TEST WITH JET-CAL ANALYZER	X	84	32	27	23	11	7
EXHAUST THERMOCOUPLE ASSEMBLY TROUBLESHOOT	X	49	21	23	34	18	6
ENGINE EXHAUST TAIL PIPE *REPAIR BY STOP DRILLING	X	54	2	12	20	44	22
ENGINE EXHAUST TAIL PIPE REPAIR BY WELDING	O	79	31	31	15	15	8
ENGINE OIL SHUT-OFF VALVE (SEC MODELS) REMOVE	X	45	5	9	27	39	20
ENGINE OIL PUMP ADJUST PRESSURE RELIEF VALVE	X	56	21	19	32	24	4
ENGINE OIL PUMP TROUBLESHOOT	X	36	22	26	28	19	5
ENGINE OIL PRESSURE RELIEF VALVE DISASSEMBLE	O	72	21	12	44	15	9
ENGINE OIL PRESSURE RELIEF VALVE *REPAIR	O	78	26	19	32	19	7
ENGINE OIL PRESSURE RELIEF VALVE ASSEMBLE	O	72	24	15	38	15	9
ENGINE OIL PRESSURE RELIEF VALVE *ADJUST	X	45	19	16	39	19	6
ENGINE OIL PRESSURE RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT	X	41	6	6	31	35	21
ENGINE OIL PRESSURE RELIEF VALVE TROUBLESHOOT	X	45	17	27	33	19	4
ENGINE OIL PRESSURE RELIEF VALVE REMOVE	X	43	12	13	30	34	11
ENGINE OIL PRESSURE RELIEF VALVE INSTALL	X	43	11	19	24	36	10
ENGINE OIL MANIFOLD OBTAIN SERVICEABLE REPLACEMENT	X	47	6	5	24	36	28
ENGINE OIL MANIFOLD REMOVE	X	49	5	15	26	35	21
ENGINE OIL MANIFOLD INSTALL	X	49	5	15	26	34	21
ENGINE OIL TEMPERATURE BULB TROUBLESHOOT	X	29	11	23	30	24	11
ENGINE OIL TEMPERATURE BULB INSTALL	X	23	5	14	16	43	22
ENGINE (AS AN OPERATIONAL SYSTEM) *TEST WITH JET-CAL ANALYZER	X	53	33	24	33	4	7

Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20's: 0 Not observed or task not performed 1 Constant Direction 2 Much Direction 3 Some Direction 4 Little Direction 5 No Direction					
	A ≥ 70% B < 70%	0	1	2	3	4	5
ENGINE (AS AN OPERATIONAL SYSTEM) PRESERVE	B	56	13	25	29	24	9
ENGINE (AS AN OPERATIONAL SYSTEM) PACKAGE	A	57	4	29	19	31	13
HYDRAULIC RESERVOIR DISASSEMBLE PRESSURIZED (D MODEL)	B	73	18	15	42	15	9
HYDRAULIC RESERVOIR REPAIR PRESSURIZED (D MODEL)	B	79	16	15	44	16	8
HYDRAULIC RESERVOIR ASSEMBLE PRESSURIZED (D MODEL)	B	74	16	16	39	19	10
HYDRAULIC RESERVOIR TROUBLESHOOT PRESSURIZED (D MODEL)	A	53	11	26	40	16	7
HYDRAULIC RESERVOIR INSTALL	A	38	7	14	25	33	21
HYDRAULIC MODULES (C MODEL) DISASSEMBLE	B	74	13	25	31	9	22
HYDRAULIC MODULES (C MODEL) REPAIR	B	80	17	29	33	9	13
HYDRAULIC MODULES (C MODEL) ASSEMBLE	B	74	13	28	31	9	19
HYDRAULIC ACCUMULATOR (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	A	40	7	8	26	36	23
HYDRAULIC ACCUMULATOR (C MODEL) REMOVE	A	40	8	16	29	26	21
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	A	58	6	12	36	26	20
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) REPAIR BY REPLACING O-RINGS	A	63	7	27	36	18	13
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) INSTALL	A	57	8	15	31	27	19
TRANSMISSION OIL PUMP OBTAIN SERVICEABLE REPLACEMENT	B	44	7	7	31	30	24
INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX) DISASSEMBLE	B	81	33	29	29	4	8
INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX) ASSEMBLE	B	81	33	25	29	9	4
DYNAMIC STOPS (C MODEL) PACKAGE	A	48	7	8	21	33	31
FREE AIR TEMPERATURE INDICATOR OBTAIN SERVICEABLE REPLACEMENT	A	29	5	3	26	35	32
COPILOT ATTITUDE INDICATOR ADJUST	A	47	29	20	29	18	4
VERTICAL VELOCITY INDICATOR ADJUST	A	64	32	20	20	16	11
OMNI INDICATOR (CROSS POINTER) OBTAIN SERVICEABLE REPLACEMENT	A	44	5	5	28	32	29
OMNI INDICATOR (CROSS POINTER) REMOVE	A	47	5	11	21	30	32
OMNI INDICATOR (CROSS POINTER) INSTALL	A	47	5	12	20	29	33

Item	[illegible]	0	1	2	3	4	5
WATER MAGNETIC COMPASS INDICATOR REMOVE	5	42	5	8	21	35	31
STANDBY COMPASS SERVICE BY ADDITION OF FLUID	0	77	29	21	25	11	14
STANDBY COMPASS OBTAIN SERVICEABLE REPLACEMENT	5	27	5	4	20	34	37
STANDBY COMPASS INSTALL	5	26	5	11	19	32	33
GENERATOR LOADMETER OBTAIN SERVICEABLE REPLACEMENT	4	25	5	5	26	36	28
GENERATOR LOADMETER REMOVE	4	22	3	10	19	35	33
DC VOLTMETER OBTAIN SERVICEABLE REPLACEMENT	4	29	4	4	27	35	28
DC VOLTMETER REMOVE	5	24	5	11	19	31	35
AC VOLTMETER OBTAIN SERVICEABLE REPLACEMENT	4	27	5	4	28	36	27
AC VOLTMETER REMOVE	4	25	5	9	17	35	34
HEATER CONTROL PANEL DISASSEMBLE	0	85	19	32	25	12	12
HEATER CONTROL PANEL REPAIR	0	86	17	35	24	6	18
HEATER CONTROL PANEL ASSEMBLE	0	85	10	38	24	14	14
HEATER CONTROL PANEL OBTAIN SERVICEABLE REPLACEMENT	4	69	5	11	24	41	19
HEATER CONTROL PANEL TROUBLESHOOT	0	71	4	38	32	9	17
HEATER CONTROL PANEL REMOVE	0	72	5	15	26	33	21
HEATER CONTROL PANEL INSTALL	0	71	5	21	24	30	21
HEATING & BLEED AIR SEPARATOR VALVE CONTROL DISASSEMBLE	0	82	29	22	22	22	6
HEATING & BLEED AIR SEPARATOR VALVE CONTROL REPAIR	0	85	33	20	13	20	13
HEATING & BLEED AIR SEPARATOR VALVE CONTROL ASSEMBLE	0	90	29	25	17	17	13
HEATING & BLEED AIR SEPARATOR VALVE CONTROL ADJUST	0	76	29	29	20	11	11
HEATING & BLEED AIR SEPARATOR VALVE CONTROL OBTAIN SERVICEABLE REPLACEMENT	0	69	10	10	26	30	24
HEATING & BLEED AIR SEPARATOR VALVE CONTROL TROUBLESHOOT	0	68	23	29	30	10	10
HEATING & BLEED AIR SEPARATOR VALVE CONTROL REMOVE	0	67	13	19	25	24	20
HEATING & BLEED AIR SEPARATOR VALVE CONTROL INSTALL	0	67	13	20	23	25	20

0. Not observed or does not perform
1. Constant direction
2. Much direction
3. Some direction
4. Little direction
5. No direction

TASK	SUPERVISORS						
	% Saying New [illegible] Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New [illegible] (%) 0 Not observed or task not performed 1 Constant Direction 2 Much Direction 3 Some Direction 4 Little Direction 5 No Direction					
	[illegible]	0	1	2	3	4	5
CABIN FLOOR REGISTERS AND DUCTS OBTAIN SERVICEABLE REPLACEMENT	8	48	5	5	22	35	33
CABIN AIR VALVES OBTAIN SERVICEABLE REPLACEMENT	3	46	3	6	22	35	34
CABIN AIR VALVES REMOVE	5	45	3	8	20	38	32
CABIN AIR VALVES INSTALL	4	45	3	9	19	36	33
HOT AIR MIXING VALVE DISASSEMBLE	2	82	14	18	36	23	9
HOT AIR MIXING VALVE ASSEMBLE	0	82	14	27	32	18	9
HOT AIR MIXING VALVE OBTAIN SERVICEABLE REPLACEMENT	5	64	5	5	30	32	30
HOT AIR MIXING VALVE REMOVE	8	64	5	7	35	26	28
HOT AIR MIXING VALVE INSTALL	4	65	9	12	26	29	24
NOISE SUPPRESSORS REPAIR	0	83	20	15	22	25	22
NOISE SUPPRESSORS OBTAIN SERVICEABLE REPLACEMENT	5	64	5	8	24	39	24
NOISE SUPPRESSORS REMOVE	5	69	5	11	29	26	29
NOISE SUPPRESSORS INSTALL	4	69	5	16	24	25	29
HEATER BLEED AIR SELECTOR VALVE OBTAIN SERVICEABLE REPLACEMENT	8	64	8	[illegible]	31	34	21
HEATER BLEED AIR SELECTOR VALVE TROUBLESHOOT	2	59	14	32	27	14	14
HEATER BLEED AIR SELECTOR VALVE REMOVE	8	68	8	21	34	29	19
HEATER BLEED AIR SELECTOR VALVE INSTALL	4	67	3	16	29	32	18
FOUR WAY CONTROL VALVE SOLENOID OBTAIN SERVICEABLE REPLACEMENT	5	67	5	10	29	42	16
FOUR WAY CONTROL VALVE SOLENOID TROUBLESHOOT	8	68	18	23	28	19	13
FOUR WAY CONTROL VALVE SOLENOID REMOVE	4	67	5	10	23	38	19
FOUR WAY CONTROL VALVE SOLENOID INSTALL	5	67	8	17	29	43	19
BLEED AIR FOUR WAY CONTROL VALVE OBTAIN SERVICEABLE REPLACEMENT	8	66	5	12	34	32	17
BLEED AIR FOUR WAY CONTROL VALVE TROUBLESHOOT	3	58	22	24	29	12	11
BLEED AIR FOUR WAY CONTROL VALVE REMOVE	4	64	7	20	32	34	17
BLEED AIR FOUR WAY CONTROL VALVE INSTALL	5	66	7	27	32	27	17

Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some Direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
DEFROSTER CONTROL VALVE OBTAIN SERVICEABLE REPLACEMENT	X	73	6	6	24	36	27
DEFROSTER CONTROL VALVE REMOVE	X	74	9	16	25	28	22
DEFROSTER CONTROL VALVE INSTALL	X	74	9	16	25	28	22
DEFROSTER NOZZLES REPAIR	0	65	6	28	33	22	11
DEFROSTER NOZZLES OBTAIN SERVICEABLE REPLACEMENT	X	74	3	9	25	34	26
DEFROSTER NOZZLES REMOVE	X	74	3	13	32	29	23
DEFROSTER NOZZLES INSTALL	X	74	3	13	29	32	23
FOOT WARMER CONTROL REPAIR	0	87	13	31	25	25	6
FOOT WARMER CONTROL OBTAIN SERVICEABLE REPLACEMENT	X	78	7	7	30	33	22
FOOT WARMER CONTROL REMOVE	0	79	8	12	35	27	19
FOOT WARMER CONTROL INSTALL	0	79	8	12	35	27	19
FOOT WARMER VALVE RIG	0	83	19	24	29	14	10
FOOT WARMER VALVE OBTAIN SERVICEABLE REPLACEMENT	X	79	8	8	27	38	19
FOOT WARMER VALVE REMOVE	0	79	12	12	28	32	16
FOOT WARMER VALVE INSTALL	0	79	12	12	28	32	16
AIR SCOOP ASSEMBLIES REPAIR	0	70	8	6	28	39	19
AIR SCOOP ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	X	43	4	4	23	35	33
AIR SCOOP ASSEMBLIES REMOVE	X	43	6	3	16	40	35
AIR SCOOP ASSEMBLIES INSTALL	X	43	6	4	15	37	38
AIR SCOOP PAN DRAIN TUBES OBTAIN SERVICEABLE REPLACEMENT	X	54	4	4	29	34	30
AIR SCOOP PAN DRAIN TUBES REMOVE	X	54	4	5	20	41	30
AIR SCOOP PAN DRAIN TUBES INSTALL	X	54	4	7	18	39	32
AUXILIARY FUEL SYSTEM DISASSEMBLE	0	79	32	24	28	12	4
AUXILIARY FUEL SYSTEM REPAIR	0	82	36	18	23	18	5
AUXILIARY FUEL SYSTEM ASSEMBLE	0	78	30	22	30	15	4

Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X > 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some Direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
AUXILIARY FUEL SYSTEM SERVICE	X	71	17	14	29	29	11
AUXILIARY FUEL SYSTEM OBTAIN SERVICEABLE REPLACEMENT	X	69	16	5	29	34	16
AUXILIARY FUEL SYSTEM TROUBLESHOOT	X	70	22	28	31	14	6
AUXILIARY FUEL SYSTEM INSTALL	X	71	20	14	37	17	11
UNIVERSAL PYLON (EXTERNAL STORES) REPAIR	0	78	26	11	26	19	19
BATTERY SUMP JAR (D MODEL) OBTAIN SERVICEABLE REPLACEMENT	X	51	7	3	25	27	38
BATTERY SUMP JAR (D MODEL) INSTALL	X	50	3	8	13	30	46
MAIN GENERATOR (ON TRANSMISSION) REPAIR	0	83	43	10	33	10	5
STANDBY GENERATOR (STARTER-GENERATOR) REPAIR	0	83	43	14	29	10	5
REVERSE CURRENT RELAY OBTAIN SERVICEABLE REPLACEMENT	X	33	6	5	29	30	29
REVERSE CURRENT RELAY REMOVE	X	31	7	6	25	33	28
GENERATOR FIELD CONTROL RELAY OBTAIN SERVICEABLE REPLACEMENT	X	41	6	3	33	28	31
GENERATOR FIELD CONTROL RELAY TROUBLESHOOT	X	44	25	28	34	7	6
GENERATOR FIELD CONTROL RELAY INSTALL	X	39	8	8	23	32	28
BUS CONTROL RELAY OBTAIN SERVICEABLE REPLACEMENT	X	48	6	6	25	32	30
BUS CONTROL RELAY TROUBLESHOOT	X	52	24	29	29	10	8
BUS CONTROL RELAY REMOVE	X	49	11	8	23	31	27
BUS CONTROL RELAY INSTALL	X	48	11	9	20	34	25
OVERVOLTAGE RELAY OBTAIN SERVICEABLE REPLACEMENT	X	46	6	5	29	32	29
OVERVOLTAGE RELAY TROUBLESHOOT	X	51	30	25	30	8	7
OVERVOLTAGE RELAY REMOVE	X	46	12	8	21	32	27
OVERVOLTAGE RELAY INSTALL	X	46	12	9	18	35	26
EXTERNAL POWER RECEPTACLE OBTAIN SERVICEABLE REPLACEMENT	X	48	6	5	20	44	25
EXTERNAL POWER RECEPTACLE REMOVE	X	46	5	12	15	45	23
EXTERNAL POWER RECEPTACLE INSTALL	X	47	6	13	14	44	22

Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some Direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
EXTERNAL POWER DOOR LIMIT SWITCH ADJUST	X	65	14	10	36	29	12
EXTERNAL POWER DOOR LIMIT SWITCH OBTAIN SERVICEABLE REPLACEMENT	X	56	6	4	30	36	25
EXTERNAL POWER DOOR LIMIT SWITCH REMOVE	X	58	8	5	20	41	25
EXTERNAL POWER DOOR LIMIT SWITCH INSTALL	X	58	8	8	18	39	27
FIRE WARNING LIGHT REPAIR	X	64	23	14	20	32	11
RHEOSTATS OBTAIN SERVICEABLE REPLALEMENT	X	49	10	5	32	31	23
RHEOSTATS TROUBLESHOOT	X	52	22	20	34	17	7
RHEOSTATS REMOVE	X	49	11	6	31	24	27
RHEOSTATS INSTALL	X	49	11	8	27	24	29
THERMOCOUPLE LEAD SPOOL RESISTOR ADJUST	X	74	34	22	28	9	6
THERMOCOUPLE LEAD SPOOL RESISTOR OBTAIN SERVICEABLE REPLACEMENT	X	63	9	4	36	27	24
THERMOCOUPLE LEAD SPOOL RESISTOR TEST	X	69	29	18	29	13	11
THERMOCOUPLE LEAD SPOOL RESISTOR TROUBLESHOOT	X	63	29	22	31	9	9
THERMOCOUPLE LEAD SPOOL RESISTOR REMOVE	X	63	9	9	38	22	22
THERMOCOUPLE LEAD SPOOL RESISTOR INSTALL	X	63	9	16	33	20	22
HYDRAULIC BYPASS SOLENOID VALVE DISASSEMBLE	0	90	29	17	33	13	8
HYDRAULIC BYPASS SOLENOID VALVE ASSEMBLE	0	90	36	12	32	16	4
HYDRAULIC BYPASS SOLENOID VALVE OBTAIN SERVICEABLE REPLACEMENT	X	37	8	5	38	26	23
HYDRAULIC BYPASS SOLENOID VALVE TROUBLESHOOT	X	43	21	23	34	14	7
28 VOLT AC TRANSFORMER OBTAIN SERVICEABLE REPLACEMENT	X	43	7	6	28	33	26
28 VOLT AC TRANSFORMER TROUBLESHOOT	X	48	20	27	31	16	6
28 VOLT AC TRANSFORMER REMOVE	X	44	7	6	25	35	26
28 VOLT AC TRANSFORMER INSTALL	X	44	7	9	22	37	25
TORQUE PRESSURE TRANSMITTER TROUBLESHOOT	X	40	19	30	33	14	4
TORQUE PRESSURE TRANSMITTER INSTALL	X	32	6	[illegible]	26	35	24

Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% O < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some Direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
HYDRAULIC PRESSURE WARNING SWITCH TROUBLESHOOT	X	43	17	29	33	16	6
OVERHEAD CONSOLE REPAIR	O	75	29	16	39	6	10
OVERHEAD CONSOLE OBTAIN SERVICEABLE REPLACEMENT	X	51	7	7	32	30	25
OVERHEAD CONSOLE REMOVE	X	51	10	13	27	32	18
OVERHEAD CONSOLE INSTALL	X	51	10	15	27	33	15
CONTROL PANELS REPAIR	O	78	26	26	33	4	11
AC & DC CIRCUIT BREAKERS & PANELS REPAIR	O	79	31	23	27	8	12
AC & DC CIRCUIT BREAKERS & PANELS OBTAIN SERVICEABLE REPLACEMENT	X	45	7	7	31	28	25
TERMINAL BOARDS AND WIRING OBTAIN SERVICEABLE REPLACEMENT	X	58	8	6	31	35	20
TERMINAL BOARDS AND WIRING TROUBLESHOOT	X	55	29	22	31	13	5
TERMINAL BOARDS AND WIRING REPAIR	O	67	28	23	28	13	10
TERMINAL BOARDS AND WIRING REMOVE	X	58	14	12	31	20	24
TERMINAL BOARDS AND WIRING INSTALL	X	58	16	14	25	24	22

Appendix F

ORGANIZATIONAL LEVEL: MISCELLANEOUS TASKS PERFORMED, BY EXPERIENCE GROUP

Appendix F presents data on the responses of organizational mechanics and crew chiefs to the 29 miscellaneous maintenance tasks covered in Section IV of the JDI.

Task	MECHANICS AND CREWCHIEFS																		SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
PERIODIC INSPECTIONS	0-6	88	96	17	26	34	11	11	45	26	12	14	4	0	9	48	31	13	X	4	25	33	27	14	1
	7-12	88	185	27	35	25	9	5	40	23	20	13	5	0	4	41	39	15							
	13+	94	95	33	34	17	7	10	--	--	--	--	--	0	2	27	46	25							
GROUND HANDLING OF AIRCRAFT	0-6	85	103	16	13	26	12	33	46	26	12	10	7	0	4	42	29	25	X	4	6	12	32	41	9
	7-12	83	187	28	19	26	6	21	46	21	15	11	6	0	3	36	32	28							
	13+	81	83	17	26	26	17	14	--	--	--	--	--	0	1	22	39	38							
INTERMEDIATE INSPECTIONS	0-6	74	91	11	29	40	10	9	29	40	14	11	6	0	6	43	32	19	X	8	12	31	31	27	4
	7-12	83	221	17	29	40	7	8	24	28	22	16	9	0	4	34	42	20							
	13+	92	109	18	33	33	6	10	--	--	--	--	--	0	1	23	44	32							
DAILY INSPECTIONS	0-6	55	70	6	21	4	6	63	16	40	25	12	6	0	9	32	41	18	X	8	11	24	23	31	11
	7-12	73	226	13	6	11	3	67	19	26	29	15	11	0	2	32	44	22							
	13+	88	129	19	6	4	6	65	--	--	--	--	--	1	1	28	40	30							
DOOR GUNNER DUTIES	0-6	43	62	10	19	7	7	57	20	30	25	15	10	0	2	22	42	34	X	27	18	10	32	27	13
	7-12	62	192	13	11	9	2	65	16	29	24	19	11	0	1	26	36	38							
	13+	79	114	22	8	5	4	61	--	--	--	--	--	0	1	16	40	42							
POL HANDLING	0-6	39	46	10	12	7	12	60	28	40	14	14	5	0	0	38	33	29	X	12	5	12	35	35	13
	7-12	69	114	17	13	9	10	51	31	25	22	12	9	0	2	33	26	40							
	13+	55	60	9	20	15	4	53	--	--	--	--	--	0	2	22	36	40							
LOADING AMMUNITION INTO AIRCRAFT WEAPONS SYSTEM	0-6	27	31	14	10	21	10	45	23	27	33	10	7	0	0	23	47	30	X	43	17	16	26	33	9
	7-12	45	109	16	9	13	10	52	19	26	27	17	10	0	1	40	27	32							
	13+	57	67	23	3	15	7	52	--	--	--	--	--	0	2	14	37	47							
INTERNAL LOADING OF AIRCRAFT	0-6	26	33	16	9	19	13	44	9	38	28	16	9	0	0	38	47	16	X	29	7	21	36	28	9
	7-12	46	112	23	13	13	12	40	13	24	35	18	9	0	1	32	43	23							
	13+	56	67	40	5	13	3	38	--	--	--	--	--	0	2	13	47	38							
ACCEPTANCE INSPECTIONS	0-6	25	18	28	56	11	0	6	11	44	11	28	6	0	6	56	22	17	X	38	37	28	20	13	3
	7-12	34	59	58	36	4	2	0	17	27	33	19	4	2	6	35	40	17							
	13+	43	28	69	27	4	0	0	--	--	--	--	--	0	7	26	44	22							
PAINTING OF AIRCRAFT	0-6	19	15	43	43	7	7	0	14	57	14	14	0	0	14	36	36	14	X	58	15	19	37	21	0
	7-12	33	63	42	53	6	0	0	7	22	41	22	7	2	4	52	28	15							
	13+	35	32	55	34	7	3	0	--	--	--	--	--	0	0	21	34	45							
SLING LOADING OF AIRCRAFT	0-6	13	11	20	50	20	0	10	30	20	20	10	20	0	10	50	20	20	X	53	21	17	41	17	3
	7-12	24	48	46	33	13	3	5	13	16	34	24	13	0	0	23	50	28							
	13+	28	28	72	20	4	4	0	--	--	--	--	--	0	0	12	36	52							
AIRCRAFT RECOVERY DUTIES	0-6	11	14	33	58	0	0	8	0	67	25	0	8	0	0	50	33	17	X	49	21	22	41	10	6
	7-12	26	48	45	33	10	2	10	10	21	46	18	5	0	8	38	33	23							
	13+	31	28	52	36	4	0	8	--	--	--	--	--	0	0	8	52	40							
CRASH-RESCUE DUTIES	0-6	9	8	17	67	17	0	0	0	33	50	17	0	0	0	50	33	17	X	52	22	24	36	10	8
	7-12	18	31	62	31	4	0	4	16	36	16	28	4	0	4	15	54	27							
	13+	27	24	32	58	5	5	0	--	--	--	--	--	0	0	10	45	45							

MAINTENANCE OF M-24 FLEXIBLE DOOR GUN SYSTEM	0-6	8	8	14	43	14	0	29	29	0	43	29	0	0	0	43	43	14	0	74	38	13	19	25	6
	7-12	13	32	26	7	19	19	30	4	43	21	18	14	0	0	38	24	38							
	13+	25	24	25	5	15	15	40	--	--	--	--	--	0	0	19	48	33							
MAINT. OF M-21 COMB. "MINIGUN"-ROCKET SYSTEM	0-6	7	3	0	67	33	0	0	0	0	99	0	0	0	0	0	99	0	0	74	38	16	19	22	6
	7-12	10	23	10	15	15	30	30	5	19	33	19	24	0	5	38	24	33							
	13+	19	17	27	0	20	13	40	--	--	--	--	--	0	0	21	36	43							
PREPARING AIRCRAFT FOR SHIPMENT	0-6	6	4	25	25	50	0	0	25	25	25	25	0	0	25	75	0	0	X	66	26	31	26	17	0
	7-12	10	16	50	29	14	7	0	29	7	29	29	7	0	7	57	14	21							
	13+	12	7	60	20	20	0	0	--	--	--	--	--	0	0	0	67	33							
300-HOUR ENGINE HOT-END INSPECTIONS	0-6	5	2	50	0	50	0	0	50	0	50	0	0	0	0	0	99	0	0	68	41	33	13	10	3
	7-12	11	10	38	13	13	25	13	0	11	44	44	0	0	0	67	11	22							
	13+	14	4	75	0	25	0	0	--	--	--	--	--	0	25	25	50	0							
NAVIGATION DUTIES	0-6	5	2	0	0	50	0	50	0	0	0	99	0	0	50	50	0	0	X	70	24	22	32	14	8
	7-12	11	9	40	20	20	0	20	43	14	14	14	14	14	14	43	14	14							
	13+	15	11	63	13	13	0	13	--	--	--	--	--	0	13	13	50	25							
MAINTENANCE OF INTERNAL COMBUSTION HEATER SYSTEM	0-6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	47	18	24	6	6
	7-12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	3	1	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAINTENANCE OF M-3 ROCKET SYSTEM	0-6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	33	15	26	11	15
	7-12	10	20	25	13	25	6	31	6	28	33	22	11	0	0	50	28	22							
	13+	16	14	42	8	17	17	17	--	--	--	--	--	0	0	17	58	25							
MAINTENANCE OF AUXILIARY EXHAUST HEATER SYSTEM	0-6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	41	18	24	12	6
	7-12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	4	1	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAINTENANCE OF M-5 40MM GRENADE LAUNCHER SYSTEM	0-6	3	1	0	99	0	0	0	99	0	0	0	0	0	0	0	0	99	0	70	32	16	24	16	11
	7-12	10	16	0	45	18	9	27	8	23	54	15	0	0	0	46	38	15							
	13+	24	22	65	5	15	5	10	--	--	--	--	--	0	5	32	42	21							
MAINTENANCE OF M-23 "MINIGUN" SYSTEM	0-6	3	2	50	50	0	0	0	0	0	0	50	50	0	0	0	50	50	0	80	40	8	12	32	8
	7-12	8	15	8	25	17	33	17	8	31	15	31	15	0	8	38	38	15							
	13+	12	10	22	0	22	33	22	--	--	--	--	--	0	0	25	13	63							
WEIGHING UH-1 AIRCRAFT	0-6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	46	29	11	14	0
	7-12	3	5	99	0	0	0	0	0	0	50	0	50	0	0	99	0	0							
	13+	8	3	67	33	0	0	0	--	--	--	--	--	0	33	0	33	33							
PREPARING AIRCRAFT FOR STORAGE	0-6	3	1	0	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	74	34	38	13	16	0
	7-12	2	3	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0							
	13+	5	3	99	0	0	0	0	--	--	--	--	--	0	0	33	67	0							
MAINTENANCE OF UH-1 ROTOR DE-ICING SYSTEM	0-6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	44	13	31	6	6
	7-12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	4	2	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAINTENANCE OF AGM-22 SS-11 MISSILE SYSTEM	0-6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	55	18	9	18	0
	7-12	2	2	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99							
	13+	3	3	67	0	33	0	0	--	--	--	--	--	0	0	33	33	33							
MAINTENANCE OF M-6 QUAD MACHINE GUN SYSTEM	0-6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	42	11	21	16	11
	7-12	7	12	40	0	40	0	20	18	18	27	27	9	0	0	36	27	36							
	13+	14	13	73	0	9	0	18	--	--	--	--	--	0	0	8	50	42							
MAINT. OF M-16 COMB. MACHINE GUN GUN-ROCKET SYSTEM	0-6	1	1	0	0	0	99	0	99	0	0	0	0	0	0	99	0	0	0	78	37	11	15	30	7
	7-12	9	20	40	7	20	0	33	6	35	24	29	6	0	6	29	24	41							
	13+	17	15	46	15	8	8	23	--	--	--	--	--	0	0	0	62	38							

Appendix G

ORGANIZATIONAL LEVEL: MAINTENANCE-RELATED EQUIPMENT USED, BY EXPERIENCE GROUP

Responses of organizational mechanics and crew chiefs to the Section IV items dealing with use of 40 items of maintenance-related equipment are presented in Appendix G.

Equipment	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Using	% Saying Equipment Available	# Times Used Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Use After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Using Equipment (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Use At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or equipment not used 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
WORK STANDS	0-6	96	99	5	13	24	20	38	43	31	11	13	3	0	5	40	33	22	X	5	4	4	24	40	27
	7-12	83	99	11	14	25	19	31	49	22	11	10	8	1	5	31	28	34							
	13+	90	99	13	12	25	19	31	--	--	--	--	--	1	3	25	33	38							
TOW BAR	0-6	86	98	14	23	17	15	32	45	30	12	11	3	0	5	44	26	25	X	6	7	3	22	32	17
	7-12	77	98	28	24	21	10	17	52	19	13	10	7	0	6	32	29	32							
	13+	85	98	28	31	24	4	13	--	--	--	--	--	0	4	27	29	40							
GROUND HANDLING WHEELS	0-6	82	97	17	17	18	20	28	44	[illegible]	12	9	4	1	5	41	28	25	X	2	7	2	25	41	25
	7-12	40	98	27	20	21	12	19	[illegible]	[illegible]	16	8	7	3	6	28	30	32							
	13+	91	98	25	26	24	10	14	--	--	--	--	--	0	3	29	22	46							
TRACKING FLAG	0-6	63	100	25	28	32	9	6	38	35	17	7	4	0	8	39	33	20	X	4	9	14	32	29	15
	7-12	72	98	40	26	22	9	4	33	29	20	13	6	0	7	[illegible]	33	25							
	13+	81	97	41	31	13	8	7	--	--	--	--	--	0	8	29	[illegible]	32							
TAIL ROTOR SPANNER WRENCH	0-6	63	99	17	40	24	13	6	37	27	16	17	4	1	4	36	36	23	X	3	7	5	30	37	21
	7-12	73	98	29	37	25	5	5	36	30	17	11	6	1	5	32	34	28							
	13+	83	99	25	47	18	7	3	--	--	--	--	--	0	3	27	31	38							
CABLE TENSIOMETER	0-6	60	98	34	35	23	1	6	30	33	21	12	4	0	11	45	30	14	X	4	8	13	33	37	9
	7-12	59	98	50	26	15	5	5	35	27	19	13	7	1	7	41	28	23							
	13+	75	98	54	32	8	2	4	--	--	--	--	--	0	4	30	37	28							
TRIM TAB BENDER	0-6	60	98	28	35	25	8	4	38	34	14	9	5	0	8	38	36	18	X	5	10	10	33	34	12
	7-12	64	99	45	20	26	3	6	33	24	24	13	6	1	7	31	37	24							
	13+	92	98	44	26	16	5	10	--	--	--	--	--	1	7	25	32	35							
AUXILIARY POWER UNIT (APU)	0-6	59	98	34	48	17	0	2	27	41	18	11	3	2	11	47	29	12	X	22	13	10	34	28	15
	7-12	72	97	50	31	11	5	3	27	26	21	21	6	2	9	42	30	18							
	13+	76	98	51	32	14	1	2	--	--	--	--	--	1	2	34	37	25							
AIR COMPRESSOR	0-6	56	99	29	39	24	6	3	36	33	16	12	3	1	6	43	26	24	X	14	8	8	31	36	17
	7-12	53	100	43	35	13	4	4	41	22	11	18	8	0	8	34	28	29							
	13+	71	98	43	29	18	2	8	--	--	--	--	--	1	1	32	26	40							
PORTABLE LIGHTING SET	0-6	45	100	40	24	24	10	2	32	29	22	10	7	0	10	43	24	24	X	33	11	9	29	38	13
	7-12	51	98	54	18	16	4	8	38	28	17	13	4	0	8	45	27	20							
	13+	59	95	51	30	13	2	5	--	--	--	--	--	3	5	24	31	37							
DYE PENETRANT INSPECTION KIT	0-6	44	98	38	38	20	0	4	37	29	18	14	2	2	6	38	42	12	X	17	9	22	34	28	8
	7-12	48	98	57	31	7	4	0	33	25	20	16	5	0	9	35	34	22							
	13+	53	98	55	28	12	0	5	--	--	--	--	--	0	9	34	29	28							
JACKS	0-6	63	100	32	54	13	2	0	30	42	17	9	2	0	8	38	34	21	X	13	6	13	28	35	19
	7-12	47	99	62	32	4	2	0	30	23	21	19	7	0	9	37	32	21							
	13+	63	98	66	32	3	0	0	--	--	--	--	--	0	4	28	36	32							
TUG	0-6	38	98	22	13	22	9	35	30	17	27	22	4	0	4	52	22	22	X	58	8	6	27	40	19
	7-12	44	95	41	17	11	9	17	52	20	15	11	2	5	9	28	33	25							
	13+	49	92	66	6	5	9	14	--	--	--	--	--	0	3	29	38	29							

RIGGING FIXTURE	0-6	29	99	52	34	14	0	0	21	61	7	11	0	0	4	54	21	21	X	24	13	20	34	27	5
	7-12	37	99	60	29	10	1	0	23	30	30	10	6	1	6	40	36	17							
	13+	41	97	73	23	2	2	0	--	--	--	--	--	0	7	[illegible]	33	22							
WRECKER	0-6	28	99	34	25	22	9	9	38	19	31	9	3	0	6	44	31	19	X	51	20	20	28	22	10
	7-12	36	100	41	28	22	5	3	28	30	21	11	10	1	12	34	32	[illegible]							
	13+	35	99	54	17	24	0	5	--	--	--	--	--	0	10	40	33	18							
HOIST (CHERRY PICKER)	0-6	24	100	31	44	13	6	6	29	36	21	7	7	0	21	43	21	14	X	63	16	9	18	49	9
	7-12	26	99	44	36	11	4	4	29	20	24	17	10	2	10	36	31	21							
	13+	34	94	73	15	8	0	4	--	--	--	--	--	0	8	46	27	19							
HAND FUEL PUMP AND HOSES	0-6	24	98	23	38	15	8	15	54	31	8	8	0	0	0	85	8	8	X	59	8	8	30	36	18
	7-12	24	100	61	23	10	3	3	23	40	20	3	13	3	0	61	26	10							
	13+	35	97	41	32	5	0	23	--	--	--	--	--	0	4	13	43	39							
BLADE ALIGNMENT SCOPE	0-6	23	99	44	36	12	8	0	28	40	24	8	0	0	16	48	24	12	X	42	23	21	32	17	7
	7-12	33	99	66	26	7	1	0	16	29	28	18	9	0	7	42	30	21							
	13+	43	98	67	28	4	0	0	--	--	--	--	--	2	9	45	28	17							
50 GPM GASOLINE DRIVEN PUMPS AND HOSES	0-6	23	100	22	22	11	22	22	56	44	0	0	0	0	11	56	33	0	X	64	14	14	36	25	11
	7-12	25	99	26	13	10	16	35	18	39	25	11	7	3	0	33	30	33							
	13+	35	98	30	13	4	9	43	--	--	--	--	--	0	5	10	48	38							
DIAL INDICATOR	0-6	21	100	67	24	10	0	0	26	37	21	16	0	0	11	42	37	11	X	20	16	27	32	22	3
	7-12	32	98	71	17	9	3	0	21	34	19	19	6	0	10	38	28	23							
	13+	41	98	67	31	2	0	0	--	--	--	--	--	0	7	37	37	19							
PROP PROTRACTOR	0-6	19	100	37	32	21	11	0	26	26	32	16	0	5	16	42	32	5	X	29	15	17	34	31	3
	7-12	27	99	62	29	8	2	0	27	32	20	18	3	2	5	46	31	16							
	13+	37	96	83	11	6	0	0	--	--	--	--	--	0	11	32	39	18							
MICROMETER	0-6	18	99	44	33	17	6	0	22	39	17	22	0	0	6	39	33	22	X	41	18	14	28	29	7
	7-12	24	100	67	24	7	2	0	21	30	30	13	5	0	7	43	32	18							
	13+	37	98	58	29	5	8	0	--	--	--	--	--	0	8	29	26	37							
BALANCE STAND MAIN ROTOR ASSEMBLY	0-6	18	100	44	39	11	6	0	41	29	6	18	6	0	0	53	18	29	0	69	21	18	34	16	11
	7-12	23	100	47	34	15	4	0	24	33	28	13	2	2	9	45	23	21							
	13+	24	99	64	23	9	0	5	--	--	--	--	--	0	4	30	30	35							
GENERATORS (LIGHT PLANT)	0-6	17	99	50	29	14	7	0	29	21	21	7	21	0	14	36	21	29	X	50	11	16	44	21	7
	7-12	22	100	50	21	14	7	7	38	18	8	28	10	0	10	44	21	26							
	13+	29	97	57	18	25	0	0	--	--	--	--	--	0	4	39	29	29							
RUBBER FUEL BLADDERS	0-6	16	100	33	56	0	0	11	44	22	22	11	0	0	11	56	33	0	X	63	15	17	37	22	9
	7-12	25	99	35	11	16	3	35	22	30	22	16	11	3	0	34	34	29							
	13+	32	99	44	11	7	4	33	--	--	--	--	--	0	4	15	30	52							
FORK LIFT	0-6	14	99	46	31	15	8	0	17	33	17	17	17	0	8	42	33	17	X	66	19	26	26	24	5
	7-12	24	100	49	25	18	4	4	29	31	15	17	8	2	12	31	37	19							
	13+	29	99	59	22	7	0	11	--	--	--	--	--	0	7	41	34	17							
BATTERY CHARGER	0-6	13	99	46	38	8	8	0	25	42	8	25	0	0	8	42	25	25	X	63	22	13	39	24	2
	7-12	21	100	55	32	9	2	2	22	36	22	13	7	[illegible]	7	54	26	13							
	13+	34	97	59	29	12	0	0	--	--	--	--	--	0	6	32	44	18							
VERNIER DEPTH GAUGE	0-6	12	99	50	30	20	0	0	14	57	14	14	0	0	0	43	57	0	X	44	25	18	32	22	3
	7-12	14	100	56	40	0	4	0	23	23	42	8	4	0	12	46	23	19							
	13+	28	98	78	17	4	0	0	--	--	--	--	--	0	4	38	33	25							
HYDRAULIC MULE	0-6	10	98	40	60	0	0	0	40	20	20	20	0	0	40	20	20	20	X	70	41	14	35	11	0
	7-12	19	99	60	24	4	12	0	31	35	15	8	12	4	15	38	23	19							
	13+	39	86	84	12	0	4	0	--	--	--	--	--	8	12	32	48	0							

Equipment	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Using	% Saying Equipment Available	# Times Used Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Use After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency in Using Equipment (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Use At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or equipment not used 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
ENGINE ALIGNMENT TOOL	0-6	10	100	50	38	13	0	0	13	63	0	25	0	0	0	50	38	13	X	54	25	28	32	12	4
	7-12	19	100	68	22	2	7	0	24	27	24	20	5	2	12	39	27	20							
	13+	28	99	54	39	7	0	0	--	--	--	--	--	0	7	38	41	14							
ZYGLO (FLUORESCENT PENETRANT) INSPECTION EQUIPMENT	0-6	10	100	33	33	33	0	0	33	67	0	0	0	0	33	67	0	0	0	81	35	22	30	13	0
	7-12	5	100	99	0	0	0	0	67	33	0	0	0	0	33	33	0	33							
	13+	7	98	99	0	0	0	0	--	--	--	--	--	0	0	67	33	0							
HYDROMETER	0-6	8	99	99	0	0	0	0	50	50	0	0	0	0	0	50	50	0	X	61	19	19	29	19	15
	7-12	11	100	55	25	15	5	0	50	28	17	6	0	0	22	39	28	11							
	13+	20	98	67	28	6	0	0	--	--	--	--	--	0	0	44	22	33							
BALANCE STAND TAIL ROTOR ASSEMBLY	0-6	7	100	43	14	0	29	14	20	0	0	60	20	0	20	40	20	20	X	67	22	20	34	20	5
	7-12	10	100	52	33	10	0	5	35	30	10	20	5	0	16	37	21	26							
	13+	13	99	75	17	0	0	8	--	--	--	--	--	0	8	38	23	31							
MAGNA-FLUX EQUIPMENT	0-6	7	100	33	33	33	0	0	50	50	0	0	0	0	33	67	0	0	0	74	41	22	31	3	3
	7-12	7	100	57	43	0	0	0	38	25	25	13	0	0	25	25	38	13							
	13+	22	95	75	25	0	0	0	--	--	--	--	--	0	18	36	18	27							
MULTIMETER	0-6	6	100	40	60	0	0	0	33	33	0	33	0	0	0	25	50	25	X	63	23	20	39	16	3
	7-12	11	100	50	29	17	4	0	29	24	33	10	5	0	27	36	23	14							
	13+	28	99	62	28	7	0	3	--	--	--	--	--	0	10	38	31	21							
STEAM JENNY	0-6	4	100	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	0	90	33	17	25	17	8
	7-12	7	100	75	25	0	0	0	50	0	0	50	0	0	20	40	0	40							
	13+	22	91	83	17	0	0	0	--	--	--	--	--	0	0	60	40	0							
JET-CAL ANALYZER	0-6	4	99	67	0	33	0	0	99	0	0	0	0	0	67	33	0	0	X	68	33	28	26	8	5
	7-12	7	99	50	33	8	0	8	10	0	60	30	0	0	25	42	25	8							
	13+	17	9[illegible]	58	17	0	8	17	--	--	--	--	--	0	8	67	8	17							
VIBRATION TEST SET	0-6	4	100	33	33	33	0	0	50	0	50	0	0	0	33	33	33	0	X	69	39	24	29	5	3
	7-12	6	100	42	33	8	8	8	10	10	50	30	0	0	20	40	30	10							
	13+	13	99	73	18	9	0	0	--	--	--	--	--	0	36	36	18	9							
WEIGHING SCALES - AIRCRAFT	0-6	4	100	0	99	0	0	0	99	0	0	0	0	0	0	99	0	0	0	79	35	31	31	4	0
	7-12	5	100	99	0	0	0	0	67	33	0	0	0	0	33	33	33	0							
	13+	23	90	67	17	0	17	0	--	--	--	--	--	0	17	33	33	17							
HOIST-DECK MOUNTED	0-6	3	100	50	50	0	0	0	99	0	0	0	0	0	0	99	0	0	X	64	25	18	23	23	11
	7-12	11	99	68	26	5	0	0	21	26	26	21	5	5	5	21	42	26							
	13+	22	99	78	11	6	0	6	--	--	--	--	--	0	0	26	42	32							

Appendix H

DS/GS LEVEL: MAINTENANCE TASKS PERFORMED BY 10% OR MORE OF THE LOW-EXPERIENCE GROUP (0-6 MONTHS)

Appendix H is the DS/GS counterpart of Appendix B.

	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - [illegible] 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% 0 < 70%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
ENGINE COWLING INSTALL	0-6	99	7	29	43	29	0	0	57	0	0	29	14	0	0	14	57	29	X	6	0	5	14	45	36
	7-12	82	13	23	8	46	23	0	31	15	15	23	15	8	0	54	23	15							
	13+	92	11	45	9	27	0	18	--	--	--	--	--	0	0	45	36	18							
ACCESS DOORS & INSPECTION PLATES REMOVE	0-6	88	7	14	0	43	14	29	57	0	0	29	14	0	0	0	57	43	X	7	0	2	7	40	50
	7-12	82	12	25	8	17	25	25	42	17	8	17	17	8	0	17	50	25							
	13+	77	9	11	22	11	22	33	--	--	--	--	--	0	11	33	22	33							
ENGINE INTAKE SCREEN (BIRD CAGE) INSTALL	0-6	88	6	50	33	17	0	0	33	33	0	17	17	0	0	17	50	33	X	11	0	8	21	36	36
	7-12	82	14	36	36	14	14	0	29	29	7	21	14	7	0	29	50	14							
	13+	92	11	55	18	18	9	0	--	--	--	--	--	0	0	36	27	36							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES REMOVE	0-6	88	7	57	29	14	0	0	29	29	0	29	14	0	0	14	43	43	X	9	0	8	25	43	25
	7-12	76	12	50	33	17	0	0	25	8	25	25	17	8	0	42	33	17							
	13+	77	10	40	40	20	0	0	--	--	--	--	--	0	0	50	40	10							
MAIN ROTOR ASSEMBLY INSTALL ROTOR ASSEMBLY	0-6	88	4	25	25	50	0	0	50	0	0	25	25	0	25	0	25	50	X	7	8	18	30	35	10
	7-12	96	10	40	40	10	10	0	20	20	40	0	20	10	0	60	30	0							
	13+	92	10	20	70	0	0	10	--	--	--	--	--	0	10	40	40	10							
STABILIZER BAR INSTALL	0-6	88	4	25	25	50	0	0	33	33	0	0	33	0	0	33	33	33	X	7	10	15	28	25	21
	7-12	99	15	53	47	0	0	0	13	20	40	7	20	7	0	47	33	13							
	13+	92	11	45	45	0	9	0	--	--	--	--	--	0	10	50	30	10							
SCISSORS AND SLEEVE ASSEMBLY INSTALL	0-6	88	4	75	0	25	0	0	0	25	0	50	25	0	25	0	50	25	X	14	8	21	26	32	13
	7-12	82	11	55	18	27	0	0	0	27	27	18	27	0	9	64	27	0							
	13+	77	7	43	29	29	0	0	--	--	--	--	--	0	0	57	29	14							
BATTERY (NICAD) REMOVE	0-6	88	7	29	43	29	0	0	43	14	0	29	14	0	0	14	57	29	X	16	0	3	17	50	31
	7-12	71	11	36	45	18	0	0	27	36	9	9	18	9	0	45	36	9							
	13+	99	11	36	45	9	9	0	--	--	--	--	--	0	0	33	33	33							
ENGINE COWLING REMOVE	0-6	80	8	38	13	38	13	0	38	25	25	0	13	0	0	25	13	63	X	6	0	2	9	49	40
	7-12	99	14	36	29	21	14	0	36	43	14	0	7	0	7	57	21	14							
	13+	99	6	50	33	17	0	0	--	--	--	--	--	0	0	50	17	33							
MAIN ROTOR MAST ASSEMBLY REMOVE	0-6	80	6	17	67	17	0	0	17	33	17	17	17	0	0	50	17	33	X	14	8	8	26	39	18
	7-12	93	13	38	62	0	0	0	0	46	46	0	8	0	15	46	31	8							
	13+	99	6	50	33	17	0	0	--	--	--	--	--	0	0	17	50	33							
CYCLIC CONTROL TUBES INSTALL	0-6	75	5	40	40	20	0	0	40	0	20	20	20	0	0	20	40	40	X	7	7	7	19	45	21
	7-12	71	11	40	20	40	0	0	27	0	27	18	27	9	9	36	36	9							
	13+	85	9	56	22	22	0	0	--	--	--	--	--	0	0	44	56	0							
COLLECTIVE PITCH CONTROL TUBES REMOVE	0-6	75	4	50	50	0	0	0	25	25	0	25	25	0	0	25	25	50	X	9	3	8	35	30	25
	7-12	65	11	55	36	9	0	0	9	27	27	9	27	9	0	45	36	9							
	13+	92	9	33	44	22	0	0	--	--	--	--	--	0	0	38	50	13							
BELL CRANKS OBTAIN SERVICEABLE REPLACEMENT	0-6	75	4	50	25	25	0	0	25	0	25	25	25	0	25	0	50	25	X	9	3	8	23	43	25
	7-12	47	7	29	14	29	29	0	29	0	29	14	29	14	0	57	29	0							
	13+	69	7	29	43	29	0	0	--	--	--	--	--	0	0	43	57	0							

TROOP SEATS INSTALL	0-6	75	4	25	25	25	25	0	50	25	0	25	0	0	0	0	75	25	x	7	0	2	9	47	42
	7-12	76	12	33	8	42	0	17	42	25	8	8	17	8	0	25	42	25							
	13+	92	10	40	10	10	20	20	--	--	--	--	--	0	0	50	10	40							
SYNCHRONIZED ELEVATOR ADJUST	0-6	75	2	50	50	0	0	0	0	0	0	50	50	0	0	0	50	50	x	11	5	18	35	35	8
	7-12	71	10	56	33	11	0	0	20	10	30	20	20	10	10	30	40	10							
	13+	69	6	50	33	17	0	0	--	--	--	--	--	0	0	67	17	17							
GROUND HANDLING WHEELS INSTALL	0-6	75	5	0	20	40	0	40	80	0	0	0	20	0	0	20	60	20	x	7	0	12	12	46	29
	7-12	47	8	0	0	38	38	25	38	13	13	0	38	13	0	0	38	50							
	13+	77	9	22	11	22	22	22	--	--	--	--	--	0	0	22	56	22							
LANDING GEAR SKID TUBE ASSEMBLY INSTALL	0-6	75	3	33	67	0	0	0	33	0	0	33	33	0	0	0	67	33	x	9	0	13	33	33	21
	7-12	65	11	64	36	0	0	0	9	18	45	0	27	0	0	36	55	9							
	13+	83	8	75	13	13	0	0	--	--	--	--	--	0	0	38	50	13							
ENGINE OIL FILTER REMOVE	0-6	75	4	50	25	25	0	0	25	25	0	25	25	0	25	0	50	25	x	14	0	11	13	53	26
	7-12	59	9	22	33	44	0	0	33	22	11	22	11	11	0	67	22	0							
	13+	54	4	25	75	0	0	0	--	--	--	--	--	0	0	25	75	0							
TRANSMISSION ASSEMBLY SERVICE	0-6	75	5	20	40	40	0	0	40	20	0	20	20	0	0	20	40	40	x	16	0	11	14	49	27
	7-12	56	7	57	43	0	0	0	29	29	29	0	14	0	0	43	43	14							
	13+	85	7	29	57	14	0	0	--	--	--	--	--	0	0	57	43	0							
TRANSMISSION LIFT LINK REMOVE	0-6	75	4	25	75	0	0	0	50	25	0	25	0	0	0	25	0	75	x	11	5	13	21	33	28
	7-12	93	11	55	18	27	0	0	20	20	20	10	30	0	9	27	55	9							
	13+	92	10	60	30	10	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR DRIVE SHAFT INSTALL	0-6	75	6	50	33	17	0	0	50	17	0	17	17	0	0	33	33	33	x	7	5	20	15	46	15
	7-12	88	15	60	13	27	0	0	13	27	33	13	13	7	0	53	27	13							
	13+	85	11	45	36	9	9	0	--	--	--	--	--	0	0	45	36	18							
MAIN ROTOR ASSEMBLY REMEVE ROTOR ASSEMBLY	0-6	75	3	33	0	67	0	0	33	0	0	33	33	0	0	0	33	67	x	7	5	8	35	38	15
	7-12	88	8	25	50	25	0	0	25	25	25	0	25	13	0	50	38	0							
	13+	92	10	22	67	0	0	11	--	--	--	--	--	0	11	44	44	0							
STABILIZER BAR DAMPERS REMOVE	0-6	75	4	75	0	25	0	0	25	25	0	25	25	0	0	25	50	25	x	9	3	5	28	41	23
	7-12	88	14	57	36	7	0	0	21	14	29	7	29	7	0	29	50	14							
	13+	92	8	63	25	13	0	0	--	--	--	--	--	0	0	50	50	0							
SWASHPLATE & SUPPORT ASSEMBLY REMOVE	0-6	75	4	75	0	25	0	0	0	25	0	50	25	0	25	0	50	25	x	11	3	13	28	36	21
	7-12	71	11	55	27	18	0	0	0	27	27	18	27	9	0	64	27	0							
	13+	85	7	71	29	0	0	0	--	--	--	--	--	0	0	57	43	0							
TAIL ROTOR ASSEMBLY TRACK	0-6	75	5	40	20	40	0	0	40	0	20	20	20	0	0	40	20	40	x	12	5	16	37	29	13
	7-12	96	13	23	62	15	0	0	15	23	31	15	15	8	0	46	31	15							
	13+	92	9	44	44	0	11	0	--	--	--	--	--	0	14	57	29	0							
TAIL ROTOR ASSEMBLY ADJUST PITCH CHANGE LINKS	0-6	75	4	50	50	0	0	0	50	0	0	25	25	0	0	25	25	50	x	9	5	18	36	26	15
	7-12	96	12	33	50	17	0	0	8	33	25	17	17	8	0	50	33	8							
	13+	85	8	33	67	0	0	0	--	--	--	--	--	0	0	50	50	0							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) * REMOVE	0-6	72	13	46	46	8	0	0	15	23	23	23	15	0	0	23	46	31	x	11	3	15	21	41	21
	7-12	97	29	38	45	17	0	0	28	24	28	10	10	3	7	41	34	14							
	13+	89	16	63	31	0	6	0	--	--	--	--	--	0	0	38	44	19							
INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX) INSTALL	0-6	71	5	99	0	0	0	0	0	60	0	40	0	0	0	20	40	40	x	11	5	10	33	35	18
	7-12	75	12	55	45	0	0	0	17	8	25	33	17	8	0	50	33	8							
	13+	92	10	70	10	20	0	0	--	--	--	--	--	0	0	50	40	10							
CYCLIC CONTROL TUBES REMOVE	0-6	70	6	33	50	17	0	0	33	33	17	0	17	0	17	17	33	33	x	7	0	7	21	45	25
	7-12	75	11	40	20	20	0	20	50	40	10	0	0	0	0	60	20	20							
	13+	80	3	33	67	0	0	0	--	--	--	--	--	0	0	67	33	0							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS: # Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					SUPERVISORS: % Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)					
				1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					X ≥ 20% 0 - 20%	0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
ACCESS DOORS & INSPECTION PLATES DISASSEMBLE	0-6	70	6	40	40	20	0	0	40	40	20	0	0	0	20	20	20	40	X	23	0	3	6	41	50
	7-12	86	12	33	25	8	8	25	50	25	17	0	8	0	17	25	33	25							
	13+	50	3	67	0	33	0	0	--	--	--	--	--	0	0	0	67	33							
TRANSMISSION COWLING REMOVE	0-6	70	6	50	33	0	17	0	33	33	17	0	17	0	0	50	0	50	X	4	0	5	12	49	35
	7-12	93	13	31	23	31	15	0	38	38	15	0	8	0	8	54	23	15							
	13+	83	5	40	40	20	0	0	--	--	--	--	--	0	0	25	50	25							
TAIL ROTOR DRIVE SHAFT REMOVE	0-6	70	5	40	40	20	0	0	0	60	20	0	20	0	0	40	20	40	X	7	0	10	20	49	22
	7-12	94	15	60	33	7	0	0	20	33	33	7	7	0	13	47	20	20							
	13+	60	3	33	33	33	0	0	--	--	--	--	--	0	0	33	0	67							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) INSTALL	0-6	70	3	33	67	0	0	0	0	0	67	33	0	0	0	33	33	33	X	11	10	18	26	26	21
	7-12	93	13	38	54	8	0	0	38	31	15	15	0	0	15	23	46	15							
	13+	99	6	50	50	0	0	0	--	--	--	--	--	0	0	17	67	17							
MAIN ROTOR ASSEMBLY ADJUST PITCH CHANGE LINKS	0-6	70	3	33	67	0	0	0	0	33	33	33	0	0	0	33	67	0	X	7	10	18	35	33	5
	7-12	88	13	46	38	15	0	0	23	31	38	8	0	0	8	38	23	31							
	13+	99	6	50	33	0	0	17	--	--	--	--	--	0	0	17	33	50							
MAIN ROTOR ASSEMBLY REMOVE BLADES	0-6	70	5	80	0	20	0	0	20	20	20	20	20	0	0	40	60	0	X	7	5	8	30	43	15
	7-12	93	14	36	64	0	0	0	21	29	43	0	7	0	14	43	21	21							
	13+	99	6	50	33	17	0	0	--	--	--	--	--	0	0	17	33	50							
STABILIZER BAR REMOVE	0-6	70	7	43	57	0	0	0	0	71	0	14	14	0	0	14	57	29	X	7	0	10	23	41	26
	7-12	99	14	29	64	7	0	0	14	50	29	0	7	0	7	57	14	21							
	13+	99	5	40	40	0	20	0	--	--	--	--	--	0	0	20	40	40							
SWASHPLATE & SUPPORT ASSEMBLY INSTALL	0-6	70	3	33	67	0	0	0	0	0	67	33	0	0	0	33	33	33	X	11	8	18	31	28	15
	7-12	80	10	80	20	0	0	0	0	50	30	10	10	0	30	40	20	10							
	13+	67	3	33	67	0	0	0	--	--	--	--	--	0	0	33	67	0							
SAFETY BELTS INSTALL	0-6	67	6	0	67	17	17	0	33	17	33	0	17	0	0	33	33	33	X	7	0	2	2	48	48
	7-12	69	11	55	18	27	0	0	45	9	27	9	9	0	9	27	36	27							
	13+	99	5	60	0	20	0	20	--	--	--	--	--	0	0	0	60	40							
MAIN ROTOR ASSEMBLY INSTALL BLADES	0-6	67	3	67	0	33	0	0	0	33	33	33	0	0	0	33	67	0	X	7	5	10	35	35	15
	7-12	99	15	40	60	0	0	0	20	27	47	0	7	0	13	47	20	20							
	13+	99	6	50	33	17	0	0	--	--	--	--	--	0	0	17	33	50							
TAIL ROTOR CONTROL TUBES REMOVE	0-6	63	5	60	20	20	0	0	40	0	20	20	20	0	0	40	20	40	X	9	5	5	24	44	22
	7-12	65	9	44	33	22	0	0	11	22	33	11	22	11	0	33	56	0							
	13+	85	10	40	30	30	0	0	--	--	--	--	--	0	0	30	70	0							
TAIL ROTOR PITCH CONTROL MECHANISM ASSEMBLE	0-6	63	4	50	50	0	0	0	25	0	25	25	25	0	25	25	50	0	X	18	8	14	62	11	5
	7-12	65	8	38	25	25	13	0	0	25	38	0	38	0	0	38	50	13							
	13+	62	8	63	25	0	13	0	--	--	--	--	--	0	0	75	13	13							
BELL CRANKS INSTALL	0-6	63	4	50	25	25	0	0	25	0	25	25	25	0	25	25	25	25	X	11	5	12	17	46	20
	7-12	71	11	36	27	18	9	9	18	27	27	9	18	9	0	55	36	0							
	13+	92	9	33	22	22	11	11	--	--	--	--	--	0	0	56	44	0							

SAFETY BELTS REMOVE	0-6	63	4	25	25	50	0	0	25	0	50	25	0	0	0	0	25	75	x	7	0	2	2	46	49
	7-12	65	9	33	11	22	0	33	33	22	11	11	22	11	0	22	44	22							
	13+	85	9	44	11	11	0	33	--	--	--	--	--	0	0	22	44	33							
PILOT OR COPILOT SEAT INSTALL	0-6	63	4	25	25	25	25	0	50	25	0	25	0	0	0	25	25	50	x	7	0	2	12	45	42
	7-12	76	12	25	25	33	8	8	27	18	9	18	27	9	0	45	27	18							
	13+	92	10	30	20	40	0	10	--	--	--	--	--	0	0	50	30	20							
FIRST AID KITS REMOVE	0-6	63	5	40	20	40	0	0	20	40	0	40	0	0	0	0	20	80	x	7	0	2	2	32	63
	7-12	56	9	33	22	22	22	0	56	11	22	0	11	11	0	22	22	44							
	13+	75	8	38	13	25	13	13	--	--	--	--	--	0	0	50	13	38							
CARGO DOOR INSTALL	0-6	63	3	99	0	0	0	0	0	33	0	33	33	0	0	0	67	33	x	9	2	5	10	59	24
	7-12	47	7	57	29	14	0	0	14	14	43	0	29	0	0	43	43	14							
	13+	69	8	50	25	13	13	0	--	--	--	--	--	0	0	50	13	38							
WINDSHIELDS & CHIN BUBBLES INSTALL	0-6	63	4	50	50	0	0	0	75	0	0	25	0	0	0	25	50	25	x	26	6	6	24	47	18
	7-12	65	10	50	50	0	0	0	30	20	20	20	10	10	0	40	20	30							
	13+	46	5	80	20	0	0	0	--	--	--	--	--	0	0	40	40	20							
TRANSMISSION COWLING ADJUST	0-6	63	3	67	33	0	0	0	67	0	0	33	0	0	0	33	67	0	x	16	0	8	21	53	18
	7-12	41	6	50	17	33	0	0	17	0	17	33	33	0	0	83	17	0							
	13+	46	4	25	50	25	0	0	--	--	--	--	--	0	0	50	25	25							
TRANSMISSION COWLING INSTALL	0-6	63	5	40	40	20	0	0	40	20	0	40	0	0	0	20	40	40	x	4	0	7	14	45	34
	7-12	88	14	29	14	43	7	7	36	14	14	21	14	7	0	50	21	21							
	13+	99	11	18	18	36	0	27	--	--	--	--	--	0	0	55	18	27							
ENGINE TAIL PIPE FAIRING (COWLING) INSTALL	0-6	63	3	33	67	0	0	0	33	0	0	33	33	0	0	33	67	0	x	15	0	8	8	44	41
	7-12	29	5	40	20	20	20	0	20	20	20	0	40	0	0	40	60	0							
	13+	54	6	50	17	33	0	0	--	--	--	--	--	0	0	33	33	33							
TAIL BOOM INSTALL	0-6	63	3	67	0	33	0	0	33	33	0	33	0	0	0	33	0	67	x	7	7	14	33	35	12
	7-12	81	12	50	50	0	0	0	17	17	50	0	17	0	8	42	33	17							
	13+	92	11	64	27	9	0	0	--	--	--	--	--	0	0	36	55	9							
ENGINE OIL LINES INSTALL	0-6	63	3	99	0	0	0	0	33	0	0	33	33	0	0	33	33	33	x	27	6	9	9	55	21
	7-12	41	5	40	0	0	60	0	0	40	40	0	20	20	0	60	20	0							
	13+	46	2	50	50	0	0	0	--	--	--	--	--	0	0	99	0	0							
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) REMOVE	0-6	63	3	33	0	67	0	0	0	0	0	67	33	0	0	0	67	33	x	20	0	11	20	46	23
	7-12	65	11	45	36	18	0	0	18	9	36	9	27	9	0	45	36	9							
	13+	46	4	50	50	0	0	0	--	--	--	--	--	0	0	25	50	25							
ENGINE MAGNETIC PLUG INSTALL	0-6	63	3	33	0	67	0	0	0	0	0	67	33	0	0	0	67	33	x	18	5	8	22	43	22
	7-12	35	5	40	40	20	0	0	0	0	40	0	60	0	0	60	40	0							
	13+	46	3	33	67	0	0	0	--	--	--	--	--	0	0	33	67	0							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY INSTALL	0-6	63	4	50	25	25	0	0	0	50	0	25	25	0	0	50	25	25	x	14	3	11	26	39	21
	7-12	59	7	57	29	14	0	0	14	14	29	29	14	0	14	43	43	0							
	13+	85	8	43	43	14	0	0	--	--	--	--	--	0	14	43	43	0							
TRANSMISSION EXTERNAL OIL FILTER REMOVE	0-6	63	4	50	25	25	0	0	0	50	0	25	25	0	0	25	50	25	x	16	0	8	16	46	30
	7-12	65	9	56	33	11	0	0	33	22	33	0	11	11	0	67	11	11							
	13+	77	7	43	43	14	0	0	--	--	--	--	--	0	0	43	29	29							
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) INSTALL	0-6	63	5	40	40	20	0	0	0	40	0	40	20	0	20	0	40	40	x	13	8	3	21	46	23
	7-12	53	8	63	25	13	0	0	25	13	13	38	13	13	13	38	25	13							
	13+	69	8	75	25	0	0	0	--	--	--	--	--	0	0	50	50	0							
TRANSMISSION ASSEMBLY INSTALL	0-6	63	2	50	50	0	0	0	0	50	0	50	0	0	0	0	0	99	x	13	8	25	29	33	8
	7-12	94	11	55	45	0	0	0	18	27	27	9	18	0	9	27	55	9							
	13+	85	8	63	38	0	0	0	--	--	--	--	--	0	0	63	38	0							

	MECHANICS AND CREWCHIEFS																				SUPERVISORS						
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) REMOVE	0-6	63	3	67	33	0	0	0	0	33	33	33	0	0	0	33	0	67	X	9	0	10	28	45	18
	7-12	88	14	71	14	14	0	0	14	21	43	7	14	7	0	36	43	14							
	13+	92	12	67	25	8	0	0	--	--	--	--	--	0	0	50	42	8							
MAIN ROTOR MAST ASSEMBLY INSTALL	0-6	63	3	33	67	0	0	0	0	33	33	33	0	0	0	33	0	67	X	13	10	15	28	33	13
	7-12	88	12	67	25	8	0	0	17	17	42	8	17	8	0	58	25	8							
	13+	99	11	45	36	9	0	9	--	--	--	--	--	0	0	45	27	27							
MAIN ROTOR ASSEMBLY PACKAGE BLADES	0-6	63	3	67	33	0	0	0	67	0	0	33	0	0	33	0	0	67	X	7	3	15	30	43	10
	7-12	65	7	57	0	43	0	0	14	29	14	14	29	14	0	43	43	0							
	13+	62	5	20	60	0	0	20	--	--	--	--	--	0	20	60	20	0							
MAIN ROTOR ASSEMBLY ADJUST DRAG LINKS	0-6	63	3	33	67	0	0	0	0	33	0	33	33	0	0	0	33	67	X	25	9	21	39	21	9
	7-12	81	4	50	25	25	0	0	0	0	50	25	25	0	25	50	25	0							
	13+	77	7	29	71	0	0	0	--	--	--	--	--	0	14	57	14	14							
MAIN ROTOR ASSEMBLY ADJUST TRIM TAB	0-6	63	3	33	0	33	0	33	33	0	0	33	33	0	0	0	33	67	X	7	10	13	35	25	15
	7-12	88	7	57	29	14	0	0	14	29	29	0	29	14	0	43	43	0							
	13+	85	9	33	33	22	11	0	--	--	--	--	--	0	11	44	44	0							
VOLTAGE REGULATOR INSTALL	0-6	63	4	99	0	0	0	0	0	50	0	25	25	0	0	25	50	25	X	35	0	7	25	43	25
	7-12	18	2	50	0	50	0	0	50	0	50	0	0	0	0	50	50	0							
	13+	23	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
CYCLIC CONTROL STICK REMOVE	0-6	60	3	33	67	0	0	0	0	67	33	0	0	0	0	67	33	0	X	13	3	8	35	38	18
	7-12	65	8	38	63	0	0	0	0	57	29	0	14	0	29	14	43	14							
	13+	50	2	50	50	0	0	0	--	--	--	--	--	0	0	99	0	0							
TAIL ROTOR CONTROL CHAIN INSTALL	0-6	60	4	25	50	25	0	0	50	50	0	0	0	0	25	0	25	50	X	7	5	19	28	30	19
	7-12	75	11	50	40	0	0	10	20	20	60	0	0	0	10	50	10	30							
	13+	99	5	40	60	0	0	0	--	--	--	--	--	0	0	20	60	20							
PILOT OR COPILOT SEAT REMOVE	0-6	60	5	20	60	20	0	0	40	20	20	0	20	0	0	20	40	40	X	7	0	2	10	45	43
	7-12	81	12	42	25	25	0	8	33	17	33	8	8	0	8	25	25	42							
	13+	83	5	20	80	0	0	0	--	--	--	--	--	0	0	20	60	20							
JUMP SEATS REMOVE	0-6	60	6	33	50	17	0	0	33	17	33	0	17	0	0	17	33	50	X	7	0	2	5	44	49
	7-12	81	13	38	31	15	8	8	54	8	31	0	8	0	8	31	31	31							
	13+	67	4	50	0	50	0	0	--	--	--	--	--	0	0	25	75	0							
TROOP SEATS REMOVE	0-6	60	6	33	33	33	0	0	33	33	33	0	0	0	0	33	33	33	X	7	0	2	7	41	49
	7-12	99	16	31	50	6	6	6	56	19	13	6	6	0	13	19	44	25							
	13+	67	4	25	25	50	0	0	--	--	--	--	--	0	0	25	75	0							
WINDSHIELDS & CHIN BUBBLES REMOVE	0-6	60	6	33	50	17	0	0	0	50	33	0	17	0	0	50	0	50	X	24	3	6	9	54	29
	7-12	75	12	67	25	8	0	0	8	33	25	25	8	0	33	25	25	17							
	13+	67	4	75	25	0	0	0	--	--	--	--	--	0	0	50	25	25							
ENGINE INTAKE SCREEN (BIRD CAGE) REMOVE	0-6	60	6	17	50	17	0	17	17	67	0	0	17	0	0	50	0	50	X	12	0	5	16	39	39
	7-12	99	14	29	50	21	0	0	21	36	29	7	7	0	29	29	21	21							
	13+	99	6	67	33	0	0	0	--	--	--	--	--	0	0	33	17	50							

MAIN ROTOR ASSEMBLY	0-6	60	1	0	0	99	0	0	0	99	0	0	0	0	0	99	0	0	X	9	5	18	41	28	8
TRACK ROTOR ASSEMBLY	7-12	94	14	25	67	8	0	0	27	[illegible]	[illegible]	9	0	0	17	42	17	25							
	13+	99	6	50	17	17	0	17	--	[illegible]	--	--	--	0	0	17	33	50							
STABILIZER BAR DAMPERS	0-6	60	4	50	25	25	0	0	0	75	0	25	0	0	0	25	50	25	X	9	5	15	28	[illegible]	15
INSTALL	7-12	87	11	36	55	9	0	0	18	36	27	9	9	0	18	55	9	18							
	13+	99	6	67	33	0	0	0	--	--	--	--	--	17	0	33	17	33							
ACCESS DOORS & INSPECTION PLATES	0-6	56	4	33	33	33	0	0	33	33	33	0	0	0	33	33	0	33	X	22	0	3	14	37	46
ASSEMBLE	7-12	86	12	33	25	8	8	25	50	8	25	8	8	0	8	33	33	25							
	13+	50	3	67	0	33	0	0	--	--	--	--	--	0	0	0	50	50							
TAIL BOOM	0-6	56	5	60	40	0	0	0	20	40	40	0	0	0	0	60	20	20	X	7	7	5	33	36	19
REMOVE	7-12	99	16	56	38	6	0	0	13	38	44	0	6	0	13	50	31	6							
	13+	83	5	60	20	20	0	0	--	--	--	--	--	0	0	20	40	40							
CYCLIC CONTROL TUBES	0-6	50	2	50	50	0	0	0	50	0	0	50	0	0	0	50	50	0	X	7	16	14	42	28	0
RIG TO CYCLIC CONTROLS	7-12	63	10	40	20	40	0	0	20	10	30	10	30	0	0	50	50	0							
	13+	77	6	60	20	20	0	0	--	--	--	--	--	0	0	40	60	0							
COLLECTIVE PITCH CONTROL TUBES	0-6	50	1	0	99	0	0	0	0	0	0	99	0	0	0	0	99	0	X	11	13	33	38	15	3
TROUBLESHOOT	7-12	41	4	25	75	0	0	0	0	0	25	0	75	0	0	25	75	0							
	13+	83	5	40	40	20	0	0	--	--	--	--	--	0	25	25	50	0							
T/R CONTROL PEDAL & ADJUSTER **ASSEMBLY**	0-6	50	4	75	25	0	0	0	50	0	0	50	0	0	0	25	25	50	X	14	5	5	30	43	16
REMOVE	7-12	47	7	29	57	14	0	0	14	14	14	29	29	0	29	57	14	0							
	13+	69	7	29	71	0	0	0	--	--	--	--	--	0	14	29	57	0							
TAIL ROTOR CONTROL TUBES	0-6	50	4	25	75	0	0	0	0	25	50	0	25	0	25	50	25	0	X	9	7	12	29	32	20
INSTALL	7-12	93	12	33	58	8	0	0	10	30	30	0	30	0	20	50	30	0							
	13+	67	4	33	67	0	0	0	--	--	--	--	--	0	0	25	50	25							
TAIL ROTOR CONTROL CABLES	0-6	50	2	0	0	99	0	0	0	0	0	50	50	0	0	0	50	50	X	9	12	7	34	34	12
ADJUST TENSION	7-12	82	13	45	55	0	0	0	0	36	18	27	18	0	17	50	25	8							
	13+	99	12	50	25	25	0	0	--	--	--	--	--	0	0	25	58	17							
TAIL ROTOR CONTROL CABLES	0-6	50	3	0	33	67	0	0	33	67	0	0	0	0	0	0	33	67	X	9	17	26	31	26	0
RIG TO TAIL ROTOR CONTROLS	7-12	88	11	36	36	18	9	0	9	27	55	9	0	0	20	60	10	10							
	13+	99	5	60	40	0	0	0	--	--	--	--	--	0	0	20	80	0							
TAIL ROTOR CONTROL CABLES	0-6	50	4	50	25	25	0	0	0	50	50	0	0	0	25	25	25	25	X	11	5	8	18	44	26
REMOVE	7-12	75	10	50	30	20	0	0	20	30	40	0	10	0	22	33	22	22							
	13+	67	4	50	25	25	0	0	--	--	--	--	--	0	0	0	75	25							
TAIL ROTOR CONTROL CHAIN	0-6	50	2	0	0	99	0	0	0	0	0	50	50	0	0	0	50	50	X	7	10	36	31	24	0
RIG TO TAIL ROTOR CONTROLS	7-12	88	11	36	45	0	9	9	9	18	18	18	36	9	27	18	45	0							
	13+	99	11	36	36	27	0	0	--	--	--	--	--	0	0	36	64	0							
TAIL ROTOR CONTROL CHAIN	0-6	50	3	33	33	33	0	0	0	0	33	33	33	0	0	33	33	33	X	7	2	10	21	45	21
REMOVE	7-12	71	9	33	56	11	0	0	11	22	33	0	33	11	11	22	44	11							
	13+	99	13	46	38	15	0	0	--	--	--	--	--	0	0	46	54	0							
TAIL ROTOR PITCH CONTROL MECHANISM	0-6	50	3	67	33	0	0	0	33	0	0	33	33	0	0	33	67	0	X	22	6	20	40	29	5
DISASSEMBLE	7-12	71	9	33	33	33	0	0	0	33	33	0	33	0	11	33	44	11							
	13+	62	8	63	25	0	13	0	--	--	--	--	--	0	0	75	13	13							
TAIL ROTOR PITCH CONTROL MECHANISM	0-6	50	3	33	67	0	0	0	33	0	0	33	33	0	0	33	67	0	X	13	8	8	33	41	10
INSTALL	7-12	65	9	38	25	38	0	0	0	33	33	0	33	0	0	44	44	11							
	13+	92	11	36	36	18	9	0	--	--	--	--	--	0	0	55	36	9							
BELL CRANKS	0-6	50	5	20	40	40	0	0	20	40	40	0	0	0	0	60	40	0	X	11	0	8	20	45	28
REMOVE	7-12	81	12	33	58	8	0	0	25	25	33	8	8	0	8	33	33	25							
	13+	93	4	75	25	0	0	0	--	--	--	--	--	0	0	50	25	25							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% O < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
JUMP SEATS INSTALL	0-6	50	3	0	67	0	33	0	33	33	0	33	0	0	0	0	67	33	X	7	0	2	12	44	42
	7-12	65	11	36	18	18	18	9	30	30	10	10	20	9	0	18	45	27							
	13+	99	11	36	9	27	18	9	--	--	--	--	--	0	0	55	18	27							
SOUNDPROOFING INSTALL	0-6	50	4	50	25	25	0	0	50	25	0	25	0	0	0	50	50	0	X	4	0	5	9	35	51
	7-12	59	9	33	44	22	0	0	44	22	11	0	22	11	0	22	44	22							
	13+	69	8	25	13	38	25	0	--	--	--	--	--	0	0	50	13	38							
SOUNDPROOFING REMOVE	0-6	50	5	40	40	20	0	0	20	60	20	0	0	0	0	40	20	40	X	5	0	2	10	38	50
	7-12	88	13	31	38	23	8	0	38	23	23	8	8	0	8	38	23	31							
	13+	83	5	40	20	20	0	20	--	--	--	--	--	0	0	0	60	40							
FIRST AID KITS INSTALL	0-6	50	5	40	40	20	0	0	20	40	20	0	20	0	0	20	0	80	X	7	0	2	2	32	63
	7-12	56	9	29	43	14	0	14	57	14	29	0	0	0	0	43	29	29							
	13+	99	6	67	33	0	0	0	--	--	--	--	--	0	0	0	33	67							
FIRE EXTINGUISHER REMOVE	0-6	50	4	25	25	25	25	0	25	25	0	50	0	0	0	0	25	75	X	7	0	2	0	34	63
	7-12	50	7	29	57	14	0	0	29	14	29	14	14	14	14	14	43	14							
	13+	83	9	56	11	22	0	11	--	--	--	--	--	0	0	38	13	50							
PILOT OR COPILOT DOOR REMOVE	0-6	50	5	20	60	20	0	0	20	20	40	20	0	0	0	20	40	40	X	7	0	2	7	48	43
	7-12	81	13	62	23	15	0	0	38	23	31	0	8	0	8	38	31	23							
	13+	83	4	50	25	25	0	0	--	--	--	--	--	0	0	25	75	0							
PILOT OR COPILOT DOOR INSTALL	0-6	50	3	0	67	33	0	0	33	33	0	33	0	0	0	33	0	67	X	7	2	0	12	48	38
	7-12	71	11	45	55	0	0	0	27	27	18	9	18	9	0	36	45	9							
	13+	85	10	44	22	22	11	0	--	--	--	--	--	0	10	40	30	20							
CARGO DOOR REMOVE	0-6	50	5	80	20	0	0	0	0	40	20	0	40	0	20	0	20	60	X	9	0	5	7	59	29
	7-12	81	13	46	46	8	0	0	23	54	15	0	8	0	15	46	23	15							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0							
WINDOWS INSTALL	0-6	50	2	50	0	50	0	0	0	0	0	50	50	0	0	0	99	0	X	21	3	8	19	49	22
	7-12	38	4	50	50	0	0	0	25	50	25	0	0	25	0	25	25	25							
	13+	54	4	50	50	0	0	0	--	--	--	--	--	0	0	50	25	25							
WINDOWS REMOVE	0-6	50	5	80	0	20	0	0	0	40	40	0	20	0	20	20	20	40	X	20	3	5	8	51	32
	7-12	75	12	75	25	0	0	0	17	42	25	8	8	0	17	58	17	8							
	13+	50	3	67	0	33	0	0	--	--	--	--	--	0	0	33	33	33							
TRANSMISSION COWLING DISASSEMBLE	0-6	50	4	75	25	0	0	0	50	0	0	50	0	0	0	25	50	25	X	16	0	3	16	53	29
	7-12	56	7	29	29	29	0	14	14	43	29	0	14	0	0	57	14	29							
	13+	54	4	25	50	0	0	25	--	--	--	--	--	0	0	50	25	25							
SYNCHRONIZED ELEVATOR REMOVE	0-6	50	4	50	50	0	0	0	0	50	25	0	25	0	0	50	0	50	X	7	2	10	29	31	29
	7-12	88	13	62	31	8	0	0	8	46	15	23	8	0	8	54	31	8							
	13+	67	4	75	25	0	0	0	--	--	--	--	--	0	0	0	75	25							
LANDING GEAR CROSS TUBE INSTALL	0-6	50	2	50	50	0	0	0	50	0	0	0	50	0	0	0	50	50	X	14	5	11	26	47	11
	7-12	71	11	60	40	0	0	0	10	10	50	10	20	0	0	45	45	9							
	13+	83	8	75	13	13	0	0	--	--	--	--	--	0	0	38	38	25							

ENGINE MOUNT INSTALL	0-6	50	3	33	67	0	0	0	0	67	0	0	33	0	0	67	0	33	X	30	6	10	19	35	29
	7-12	38	5	60	40	0	0	0	0	60	20	20	0	0	40	40	0	20							
	13+	33	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) REMOVE	0-6	50	2	99	0	0	0	0	0	0	0	50	50	0	0	0	50	50	X	17	0	23	11	43	23
	7-12	29	4	25	50	25	0	0	0	25	75	0	0	0	0	75	25	0							
	13+	54	6	50	33	17	0	0	--	--	--	--	--	0	0	33	67	0							
FUEL QUANTITY TANK UNIT REMOVE	0-6	50	3	67	0	33	0	0	33	33	0	33	0	0	0	33	0	67	X	19	0	15	26	41	18
	7-12	47	7	43	43	14	0	0	0	29	29	29	14	0	0	71	14	14							
	13+	62	4	50	25	25	0	0	--	--	--	--	--	0	0	75	25	0							
ENGINE EXHAUST TAIL PIPE REMOVE	0-6	50	3	67	0	33	0	0	67	0	0	33	0	0	0	33	0	67	X	48	0	13	13	43	30
	7-12	41	6	33	50	17	0	0	17	0	50	17	17	0	0	67	17	17							
	13+	38	3	67	0	33	0	0	--	--	--	--	--	0	0	67	33	0							
ENGINE OIL TANK OBTAIN SERVICEABLE REPLACEMENT	0-6	50	2	99	0	0	0	0	0	0	0	50	50	0	0	0	50	50	X	19	3	9	17	43	29
	7-12	31	3	99	0	0	0	0	33	33	33	0	0	33	0	33	0	33							
	13+	38	3	33	67	0	0	0	--	--	--	--	--	0	0	33	67	0							
ENGINE OIL TANK INSTALL	0-6	50	2	99	0	0	0	0	0	0	0	50	50	0	0	0	50	50	X	18	0	11	14	46	30
	7-12	31	4	75	0	25	0	0	0	50	25	25	0	25	0	75	0	0							
	13+	77	7	43	57	0	0	0	--	--	--	--	--	0	0	43	43	14							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY REMOVE	0-6	50	3	33	33	33	0	0	0	33	33	33	0	0	0	67	33	0	X	14	0	11	29	39	21
	7-12	88	14	43	50	7	0	0	21	29	36	14	0	0	14	43	29	14							
	13+	67	4	50	50	0	0	0	--	--	--	--	--	0	0	75	0	25							
HYDRAULIC SYSTEM CONNECTING HARDWARE REMOVE	0-6	50	4	25	75	0	0	0	25	25	25	25	0	0	0	25	25	50	X	16	0	5	27	[illegible]	24
	7-12	41	5	60	20	20	0	0	0	40	20	20	20	20	0	40	40	0							
	13+	38	3	67	33	0	0	0	--	--	--	--	--	0	0	67	33	0							
TRANSMISSION ASSEMBLY REMOVE	0-6	50	4	25	50	25	0	0	0	25	25	25	25	0	0	50	50	0	X	13	8	13	31	36	13
	7-12	93	13	23	69	8	0	0	23	46	31	0	0	0	15	38	31	15							
	13+	83	5	60	40	0	0	0	--	--	--	--	--	0	0	40	40	20							
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) * SERVICE	0-6	50	8	25	38	38	0	0	38	25	13	25	0	0	0	25	38	38	X	11	0	8	15	46	31
	7-12	72	21	55	30	10	0	5	30	15	30	5	20	5	10	35	30	20							
	13+	84	15	40	27	27	0	7	--	--	--	--	--	0	0	47	27	27							
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) INSTALL	0-6	50	4	25	75	0	0	0	0	50	25	0	25	0	0	25	0	75	X	9	5	12	32	34	17
	7-12	75	11	64	36	0	0	0	9	36	27	27	0	0	18	36	36	9							
	13+	83	5	60	40	0	0	0	--	--	--	--	--	0	20	0	40	40							
TAIL ROTOR DRIVE QUILL ASSEMBLY REMOVE	0-6	50	2	50	50	0	0	0	0	50	50	0	0	0	0	50	0	50	X	23	0	9	24	47	21
	7-12	50	8	63	25	13	0	0	0	63	25	13	0	0	0	75	13	13							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	67	0	33							
TAIL ROTOR DRIVE QUILL ASSEMBLY INSTALL	0-6	50	4	99	0	0	0	0	0	75	0	25	0	0	25	25	25	25	X	23	3	15	26	35	21
	7-12	76	9	44	56	0	0	0	0	11	44	22	22	0	11	56	33	0							
	13+	46	5	40	40	0	20	0	--	--	--	--	--	0	0	40	40	20							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) CLEAN	0-6	50	5	60	40	0	0	0	0	20	40	20	20	0	0	40	40	20	X	30	6	13	32	29	19
	7-12	75	12	75	25	0	0	0	42	25	17	8	8	0	25	42	17	17							
	13+	99	6	50	50	0	0	0	--	--	--	--	--	0	17	17	50	17							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) ASSEMBLE	0-6	50	3	99	0	0	0	0	0	33	0	33	33	0	0	0	99	0	X	30	13	23	26	23	16
	7-12	59	6	50	17	33	0	0	40	20	20	20	0	0	0	67	17	17							
	13+	46	3	67	0	0	33	0	--	--	--	--	--	0	0	67	0	33							
INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX) REMOVE	0-6	50	4	75	25	0	0	0	25	0	25	25	25	0	0	25	25	50	X	11	0	5	28	46	21
	7-12	81	11	73	27	0	0	0	0	0	60	30	10	0	0	44	44	11							
	13+	67	4	75	25	0	0	0	--	--	--	--	--	0	0	25	75	0							

Task	MECHANICS AND CREWCHIEFS Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency in Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					SUPERVISORS % Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
MAIN ROTOR ASSEMBLY TROUBLESHOOT	0-6	50	3	0	67	0	0	33	33	0	0	33	33	0	0	0	67	33	X	21	15	26	32	26	0
	7-12	35	4	25	50	25	0	0	0	25	25	25	25	0	25	50	25	0							
	13+	50	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
STABILIZER BAR RIG TO FLIGHT CONTROLS	0-6	50	4	50	50	0	0	0	0	75	0	25	0	0	0	25	75	0	X	10	5	29	29	32	5
	7-12	69	9	44	56	0	0	0	11	44	33	0	11	0	11	67	11	11							
	13+	50	3	33	33	0	33	0	--	--	--	--	--	0	0	33	67	0							
STABILIZER BAR DAMPERS RIG TO FLIGHT CONTROLS	0-6	50	4	50	50	0	0	0	0	75	0	25	0	0	0	25	50	25	X	9	8	23	23	41	5
	7-12	81	11	64	36	0	0	0	9	36	36	9	9	0	9	55	18	18							
	13+	83	4	50	50	0	0	0	--	--	--	--	--	0	0	25	50	25							
STABILIZER BAR DAMPERS CHECK TIMING OF BOTH	0-6	50	4	50	50	0	0	0	0	75	0	25	0	0	0	25	50	25	X	14	13	13	29	37	8
	7-12	93	12	42	50	8	0	0	8	42	33	8	8	0	17	50	17	17							
	13+	83	5	60	20	0	0	20	--	--	--	--	--	0	0	20	20	60							
SCISSORS AND SLEEVE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	50	2	50	50	0	0	0	0	0	0	50	50	0	0	0	50	50	X	14	3	8	19	47	22
	7-12	53	6	67	0	33	0	0	0	0	33	33	33	0	17	67	17	0							
	13+	46	3	67	33	0	0	0	--	--	--	--	--	0	0	67	33	0							
SCISSORS AND SLEEVE ASSEMBLY REMOVE	0-6	50	3	33	33	33	0	0	0	33	33	33	0	0	0	67	33	0	X	14	3	16	26	42	13
	7-12	87	11	27	55	18	0	0	0	55	27	9	9	0	18	55	18	9							
	13+	83	4	75	25	0	0	0	--	--	--	--	--	0	0	25	75	0							
COLLECTIVE LEVERS INSTALL	0-6	50	2	0	99	0	0	0	0	0	99	0	0	0	0	0	99	0	X	14	5	14	38	22	22
	7-12	80	10	50	40	10	0	0	0	67	22	0	11	0	30	50	10	10							
	13+	67	4	50	50	0	0	0	--	--	--	--	--	0	0	50	25	25							
TAIL ROTOR ASSEMBLY REMOVE BLADES	0-6	50	3	99	0	0	0	0	67	0	0	0	33	0	0	33	33	33	X	40	4	8	35	38	15
	7-12	59	7	43	43	14	0	0	14	29	14	14	29	0	0	43	57	0							
	13+	31	3	33	67	0	0	0	--	--	--	--	--	0	0	50	50	0							
EXHAUST TEMPERATURE INDICATOR REMOVE	0-6	50	4	99	0	0	0	0	0	50	0	25	25	0	0	25	50	25	X	28	0	6	19	52	23
	7-12	18	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES REMOVE	0-6	50	4	50	50	0	0	0	25	25	0	25	25	0	0	50	25	25	X	19	0	12	15	56	18
	7-12	41	7	86	14	0	0	0	14	14	43	0	29	0	0	29	71	0							
	13+	38	5	80	20	0	0	0	--	--	--	--	--	0	0	40	40	20							
BATTERY (NICAD) INSTALL	0-6	50	5	40	40	20	0	0	20	40	20	0	20	0	0	25	50	25	X	16	0	3	19	51	27
	7-12	99	15	20	60	20	0	0	7	53	27	7	7	0	7	60	20	13							
	13+	99	6	67	17	17	0	0	--	--	--	--	--	0	0	17	33	50							
MAIN GENERATOR (ON TRANSMISSION) INSTALL	0-6	50	3	67	0	33	0	0	33	0	0	33	33	0	0	0	33	67	X	21	3	12	24	41	21
	7-12	71	12	45	45	9	0	0	9	45	27	18	0	9	0	55	27	9							
	13+	67	6	67	17	0	17	0	--	--	--	--	--	0	0	60	20	20							
NAVIGATION LIGHTS REMOVE	0-6	50	4	99	0	0	0	0	50	0	0	25	25	0	0	25	25	50	X	35	0	11	14	50	25
	7-12	18	2	50	50	0	0	0	50	0	0	0	50	0	0	50	50	0							
	13+	46	5	80	20	0	0	0	--	--	--	--	--	0	0	40	60	0							

INVERTERS INSTALL	0-6	50	2	99	0	0	0	0	0	50	0	50	0	0	0	50	50	0	x	36	0	11	29	43	18
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX) * SERVICE	0-6	47	6	17	33	50	0	0	33	33	0	33	0	0	0	0	50	50	x	11	3	8	18	41	31
	7-12	76	23	55	32	14	0	0	22	17	30	17	13	5	5	41	23	27							
	13+	84	14	64	29	7	0	0	--	--	--	--	--	0	0	43	50	7							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY * RIG TO TAIL ROTOR CONTROLS	0-6	44	4	0	25	75	0	0	25	25	0	25	25	0	0	0	50	50	x	11	15	22	44	20	0
	7-12	67	15	33	27	33	7	0	13	20	13	33	20	0	20	53	27	0							
	13+	84	9	22	33	44	0	0	--	--	--	--	--	0	11	33	56	0							
TAIL ROTOR CONTROL CHAIN OBTAIN SERVICEABLE REPLACEMENT	0-6	44	2	0	50	50	0	0	50	50	0	0	0	0	0	0	0	99	x	7	2	7	27	41	22
	7-12	50	6	50	50	0	0	0	0	0	75	25	0	0	0	50	25	25							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
FIRE EXTINGUISHER INSTALL	0-6	44	4	25	50	25	0	0	50	25	25	0	0	0	0	25	0	75	x	7	0	2	0	39	59
	7-12	60	9	44	33	11	11	0	44	33	11	0	11	0	0	44	22	33							
	13+	99	6	67	33	0	0	0	--	--	--	--	--	0	0	0	33	67							
ACCESS DOORS & INSPECTION PLATES OBTAIN SERVICEABLE-REPLACEMENT	0-6	46	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	x	11	0	5	15	49	31
	7-12	60	9	56	11	22	11	0	11	56	11	11	11	0	22	22	33	22							
	13+	33	2	50	0	0	50	0	--	--	--	--	--	0	0	0	99	0							
INDUCTION SYSTEM AIR FILTER * REMOVE	0-6	44	6	33	0	17	50	0	50	17	0	17	17	0	0	33	17	50	x	12	0	5	18	42	34
	7-12	64	19	21	37	21	11	11	37	26	16	11	11	5	16	26	32	21							
	13+	68	11	36	27	27	9	0	--	--	--	--	--	0	0	64	18	18							
IRREVERSIBLE VALVES (B & D MODELS) INSTALL	0-6	44	2	50	50	0	0	0	0	50	0	50	0	0	0	99	0	0	x	22	6	11	26	34	23
	7-12	69	10	30	70	0	0	0	20	30	40	10	0	0	20	40	20	20							
	13+	50	3	50	50	0	0	0	--	--	--	--	--	0	0	99	0	0							
CROSS TUBE RETENTION CAP REMOVE	0-6	43	3	0	99	0	0	0	0	33	0	33	33	0	0	0	67	33	x	14	0	8	11	41	41
	7-12	47	7	83	17	0	0	0	14	43	29	0	14	0	0	43	29	29							
	13+	54	6	67	17	0	0	17	--	--	--	--	--	0	0	67	17	17							
ENGINE INTAKE BELLMOUTH INSTALL	0-6	43	2	99	0	0	0	0	50	0	0	50	0	0	0	50	0	50	x	41	0	12	23	35	31
	7-12	35	4	99	0	0	0	0	25	0	25	25	25	0	0	50	25	25							
	13+	23	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
COLLECTIVE PITCH CONTROL TUBES INSTALL	0-6	40	3	33	33	33	0	0	0	67	33	0	0	0	33	0	33	33	x	9	10	10	34	27	20
	7-12	56	8	50	38	0	13	0	13	75	0	13	0	0	25	25	38	13							
	13+	83	4	50	25	25	0	0	--	--	--	--	--	0	0	50	25	25							
TAIL ROTOR CONTROL PULLEYS INSTALL	0-6	40	4	25	50	25	0	0	0	50	25	25	0	0	0	25	75	0	x	16	0	8	21	39	32
	7-12	69	9	63	38	0	0	0	0	44	44	11	0	0	13	38	25	25							
	13+	67	4	75	25	0	0	0	--	--	--	--	--	0	0	0	75	25							
TAIL ROTOR PITCH CONTROL MECHANISM REMOVE	0-6	40	3	33	33	33	0	0	0	33	67	0	0	0	33	33	33	0	x	13	3	10	26	41	21
	7-12	71	9	56	22	0	11	11	11	22	44	11	11	0	33	33	22	11							
	13+	67	4	50	50	0	0	0	--	--	--	--	--	0	0	25	75	0							
PILOT OR COPILOT DOOR SERVICE	0-6	40	3	33	67	0	0	0	0	33	67	0	0	0	33	0	33	33	x	9	0	7	12	41	39
	7-12	63	7	57	29	14	0	0	43	29	14	0	14	0	14	43	14	29							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
ENGINE TAIL PIPE FAIRING (COWLING) * REMOVE	0-6	40	4	50	25	25	0	0	25	50	0	0	25	0	0	75	0	25	x	15	0	3	8	42	47
	7-12	69	11	64	27	0	9	0	18	45	36	0	0	0	18	36	27	18							
	13+	67	4	50	25	25	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR DRIVE SHAFT COVERS REMOVE	0-6	40	4	0	75	25	0	0	50	50	0	0	0	0	0	50	50	0	x	13	3	8	13	46	31
	7-12	63	10	50	20	20	10	0	30	60	0	10	0	0	20	50	10	20							
	13+	50	3	33	67	0	0	0	--	--	--	--	--	0	0	67	33	0							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0, 2 1-2, 3 3-6, 4 7-10, 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month, 2 2nd or 3rd month, 3 4th to 6th month, 4 7th to 12th month, 5 After 12 months					Your Proficiency In Performing Task (%) 1 Poor, 2 Fair, 3 Good, 4 Very Good, 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% O < 20%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed, 1 Constant direction, 2 Much direction, 3 Some direction, 4 Little direction, 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
ENGINE OIL TANK REMOVE	0-6	40	2	99	0	0	0	0	0	50	50	0	0	0	0	99	0	0	X	18	0	6	11	53	31
	7-12	63	9	56	44	0	0	0	0	11	67	22	0	0	11	44	44	0							
	13+	50	3	99	0	0	0	0	--	--	--	--	--	0	0	67	0	33							
ENGINE OIL FILTER DISASSEMBLE	0-6	40	3	33	33	33	0	0	33	33	33	0	0	0	0	67	33	0	X	16	0	16	14	49	22
	7-12	44	7	57	29	0	14	0	0	29	43	29	0	0	14	29	57	0							
	13+	50	2	50	0	0	50	0	--	--	--	--	--	0	0	0	99	0							
ENGINE OIL FILTER INSTALL	0-6	40	3	33	33	33	0	0	0	67	33	0	0	0	0	67	33	0	X	13	5	10	10	51	23
	7-12	60	9	56	33	0	11	0	11	22	44	22	0	0	11	44	44	0							
	13+	67	3	67	0	0	33	0	--	--	--	--	--	0	0	0	67	33							
ENGINE OIL LINES REMOVE	0-6	40	4	0	99	0	0	0	25	25	0	25	25	0	0	50	25	25	X	28	0	13	6	58	23
	7-12	63	8	38	50	13	0	0	0	0	63	25	13	0	38	25	38	0							
	13+	17	1	0	0	99	0	0	--	--	--	--	--	0	0	0	0	99							
OIL COOLER TURBO-BLOWER REMOVE	0-6	40	2	99	0	0	0	0	0	0	50	50	0	0	0	50	50	0	X	27	0	9	22	50	19
	7-12	63	9	78	22	0	0	0	13	50	13	25	0	0	11	44	33	11							
	13+	50	3	33	33	33	0	0	--	--	--	--	--	0	0	99	0	0							
TRANSMISSION EXTERNAL OIL FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6	40	3	67	0	33	0	0	0	33	33	33	0	0	0	67	0	33	X	16	3	8	17	47	25
	7-12	50	7	67	33	0	0	0	14	29	43	14	0	0	14	43	14	29							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION EXTERNAL OIL FILTER INSTALL	0-6	40	4	50	25	25	0	0	0	50	25	25	0	0	0	50	0	50	X	16	3	13	13	42	29
	7-12	53	8	50	50	0	0	0	25	25	38	0	13	0	25	38	13	25							
	13+	83	5	80	20	0	0	0	--	--	--	--	--	0	0	40	20	40							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) SERVICE	0-6	40	4	50	50	0	0	0	0	25	50	25	0	0	0	25	50	25	X	24	15	18	26	26	15
	7-12	63	10	70	30	0	0	0	30	40	10	10	10	0	30	40	20	10							
	13+	83	5	60	40	0	0	0	--	--	--	--	--	0	20	20	60	0							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) OBTAIN SERVICEABLE REPLACEMENT	0-6	40	2	50	50	0	0	0	0	0	50	50	0	0	0	50	50	0	X	14	3	8	22	46	22
	7-12	40	6	83	17	0	0	0	50	17	0	17	17	0	17	33	17	33							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	0	67	33							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES INSTALL	0-6	40	3	33	67	0	0	0	0	33	67	0	0	0	0	33	33	33	X	9	5	15	24	37	20
	7-12	88	13	69	23	8	0	0	8	46	31	8	8	0	15	38	23	23							
	13+	67	4	50	25	25	0	0	--	--	--	--	--	0	0	25	75	0							
MAIN ROTOR ASSEMBLY OBTAIN SERVICEABLE BLADES	0-6	40	2	99	0	0	0	0	0	0	50	50	0	0	0	50	50	0	X	7	3	8	21	49	21
	7-12	73	11	45	55	0	0	0	18	27	27	9	18	0	9	64	9	18							
	13+	83	4	50	50	0	0	0	--	--	--	--	--	0	0	25	0	75							
MAIN ROTOR ASSEMBLY OBTAIN SERVICEABLE HUB ASSEMBLY	0-6	40	3	67	33	0	0	0	0	33	33	33	0	0	0	67	33	0	X	12	3	8	18	50	21
	7-12	60	9	67	33	0	0	0	25	13	50	13	0	0	0	67	11	22							
	13+	83	4	50	50	0	0	0	--	--	--	--	--	0	0	50	25	25							
TAIL ROTOR ASSEMBLY REMOVE TAIL ROTOR ASSEMBLY	0-6	40	2	50	0	50	0	0	50	0	50	0	0	0	0	50	0	50	X	9	5	10	28	44	13
	7-12	93	12	42	33	25	0	0	8	56	33	0	8	0	17	50	25	8							
	13+	99	6	83	17	0	0	0	--	--	--	--	--	0	0	33	33	33							

TAIL ROTOR ASSEMBLY INSTALL TAIL ROTOR ASSEMBLY	0-6	40	3	67	0	33	0	0	33	0	33	0	33	0	33	0	33	33	x	9	5	26	33	28	4
	7-12	93	12	42	33	25	0	0	8	33	42	8	8	0	17	58	17	8							
	13+	99	6	83	17	0	0	0	--	--	--	--	--	0	0	33	50	17							
MAIN GENERATOR (ON TRANSMISSION) REMOVE	0-6	40	3	33	67	0	0	0	0	67	33	0	0	0	0	50	50	0	x	21	0	15	18	47	21
	7-12	73	11	55	45	0	0	0	0	40	40	10	10	0	18	36	27	18							
	13+	83	5	60	40	0	0	0	--	--	--	--	--	0	0	20	40	40							
SYNCHRONIZED ELEVATOR * RIG TO CYCLIC CONTROLS	0-6	39	4	50	50	0	0	0	0	50	0	25	25	0	0	50	0	50	x	9	7	24	37	29	2
	7-12	70	17	56	38	6	0	0	12	29	29	12	18	0	12	47	35	6							
	13+	58	8	63	38	0	0	0	--	--	--	--	--	0	0	38	38	25							
TRANSMISSION PYLON ISOLATION MOUNT * INSTALL	0-6	39	6	33	33	33	0	0	0	33	17	33	17	0	0	67	0	33	x	11	8	15	30	35	13
	7-12	70	18	50	28	17	0	6	0	22	56	11	11	0	17	50	33	0							
	13+	74	10	80	20	0	0	0	--	--	--	--	--	0	0	50	40	10							
MAIN ROTOR ASSEMBLY * RIG ROTOR ASSEMBLY	0-6	39	3	67	33	0	0	0	0	0	33	33	33	0	0	0	99	0	x	7	10	37	32	17	5
	7-12	66	16	44	44	13	0	0	20	27	33	13	7	0	0	56	31	13							
	13+	58	7	43	43	0	0	14	--	--	--	--	--	0	14	14	57	14							
CYCLIC CONTROL STICK RIG TO CYCLIC CONTROLS	0-6	38	2	99	0	0	0	0	50	0	0	50	0	0	0	50	50	0	x	11	21	19	40	17	2
	7-12	76	9	56	33	11	0	0	0	22	22	22	33	0	22	44	33	0							
	13+	77	6	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
CYCLIC CONTROL STICK INSTALL	0-6	38	3	33	67	0	0	0	67	0	0	33	0	0	0	0	33	67	x	13	10	13	40	25	13
	7-12	29	5	0	80	20	0	0	0	20	40	20	20	20	0	60	20	0							
	13+	77	5	60	40	0	0	0	--	--	--	--	--	0	0	60	40	0							
CYCLIC CONTROL TUBES TROUBLESHOOT	0-6	38	1	0	99	0	0	0	0	0	0	99	0	0	0	0	99	0	x	7	12	29	33	19	7
	7-12	47	8	43	57	0	0	0	0	50	13	13	25	0	25	38	38	0							
	13+	69	5	60	40	0	0	0	--	--	--	--	--	0	0	40	60	0							
COLLECTIVE PITCH & POWER CONTROL LEVER REMOVE	0-6	38	2	99	0	0	0	0	50	0	0	50	0	0	0	0	0	99	x	11	5	5	41	38	10
	7-12	44	5	60	40	0	0	0	0	20	40	20	20	0	20	60	20	[illegible]							
	13+	83	6	20	60	20	0	0	--	--	--	--	--	0	0	50	50	0							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY DISASSEMBLE	0-6	38	2	50	50	0	0	0	50	0	0	50	0	0	0	50	0	50	x	22	8	8	39	36	8
	7-12	29	5	60	40	0	0	0	0	20	20	20	40	0	20	60	20	0							
	13+	46	4	50	25	25	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	50	0	50	0	0	0	0	0	50	50	0	0	0	50	50	x	7	2	10	24	37	27
	7-12	65	8	63	25	13	0	0	25	0	25	13	38	13	0	38	38	13							
	13+	69	8	38	50	13	0	0	--	--	--	--	--	0	0	13	88	0							
TAIL ROTOR CONTROL CABLES INSTALL	0-6	38	2	0	50	50	0	0	0	0	0	50	50	0	0	0	50	50	x	11	8	10	23	45	15
	7-12	75	10	70	30	0	0	0	0	22	33	22	22	0	20	40	40	0							
	13+	83	7	14	29	57	0	0	--	--	--	--	--	0	0	29	57	14							
TAIL ROTOR PITCH CONTROL MECHANISM SERVICE	0-6	38	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0	x	14	3	5	24	42	26
	7-12	50	8	29	29	14	14	14	0	50	13	0	38	0	0	38	50	13							
	13+	69	7	43	43	0	14	0	--	--	--	--	--	0	0	57	29	14							
TAIL ROTOR PITCH CONTROL MECHANISM OBTAIN SERVICEABLE REPLACEMENT	0-6	38	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	x	11	3	8	21	51	19
	7-12	65	8	43	29	29	0	0	0	38	25	0	38	0	0	50	38	13							
	13+	38	5	20	60	0	20	0	--	--	--	--	--	0	0	40	40	20							
PILOT OR COPILOT DOOR TEST FOR JETTISON	0-6	38	2	0	50	50	0	0	0	50	0	50	0	0	0	50	0	50	x	16	3	5	16	42	34
	7-12	41	4	50	50	0	0	0	50	0	25	0	25	25	0	25	25	25							
	13+	69	7	50	33	17	0	0	--	--	--	--	--	0	14	57	14	14							
PILOT OR COPILOT DOOR OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	50	50	0	0	0	0	50	0	50	0	0	0	50	0	50	x	7	2	7	17	46	27
	7-12	35	4	50	50	0	0	0	25	25	50	0	0	25	0	50	0	25							
	13+	38	4	33	67	0	0	0	--	--	--	--	--	0	0	25	25	50							

	MECHANICS AND CREWCHIEFS																			SUPERVISORS					
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TRANSMISSION COWLING ASSEMBLE	0-6	38	3	67	33	0	0	0	67	0	0	33	0	0	0	33	0	67	X	18	0	5	16	49	30
	7-12	56	8	38	25	25	13	0	13	38	25	13	13	0	0	63	13	25							
	13+	54	4	25	50	0	0	25	--	--	--	--	--	0	0	50	25	25							
ENGINE COWLING REPAIR	0-6	38	2	50	50	0	0	0	50	0	0	50	0	0	0	50	0	50	X	39	4	4	18	50	25
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
ENGINE COWLING OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	99	0	0	0	0	50	0	0	50	0	0	0	50	0	50	X	9	3	3	20	45	30
	7-12	24	1	0	0	99	0	0	0	0	0	99	0	0	0	99	0	0							
	13+	38	3	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR DRIVE SHAFT COVERS OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	99	0	0	0	0	50	0	0	50	0	0	0	50	0	50	X	20	6	6	11	54	23
	7-12	25	4	50	25	25	0	0	25	0	50	25	0	0	0	50	50	0							
	13+	46	4	50	50	0	0	0	--	--	--	--	--	0	0	0	25	75							
TAIL ROTOR DRIVE SHAFT COVERS INSTALL	0-6	38	2	99	0	0	0	0	50	0	0	50	0	0	0	50	50	0	X	13	3	8	18	48	25
	7-12	53	9	44	22	22	11	0	13	13	50	13	13	0	0	50	38	13							
	13+	69	8	50	13	25	13	0	--	--	--	--	--	0	0	38	25	38							
TAIL BOOM OBTAIN SERVICEABLE REPLACEMENT	0-6	38	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	19	3	9	20	51	17
	7-12	44	6	80	20	0	0	0	20	20	60	0	0	0	20	60	20	0							
	13+	62	7	43	43	14	0	0	--	--	--	--	--	0	0	29	57	14							
SYNCHRONIZED ELEVATOR INSTALL	0-6	38	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	7	7	19	21	33	21
	7-12	59	10	44	44	11	0	0	0	20	40	20	20	0	20	30	40	10							
	13+	85	8	50	25	25	0	0	--	--	--	--	--	0	0	50	13	38							
INDUCTION SYSTEM AIR FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6	38	3	67	0	33	0	0	33	0	0	33	33	0	0	0	33	67	X	14	3	8	17	44	28
	7-12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	46	4	25	75	0	0	0	--	--	--	--	--	0	0	50	25	25							
INDUCTION SYSTEM AIR FILTER INSTALL	0-6	38	3	0	33	0	67	0	33	0	0	33	33	0	0	0	33	67	X	11	3	5	23	36	33
	7-12	41	6	17	50	17	17	0	17	50	17	0	17	17	0	33	50	0							
	13+	77	8	25	25	25	25	0	--	--	--	--	--	0	0	63	25	13							
ENGINE INDUCTION BAFFLE INSTALL	0-6	38	3	33	33	0	33	0	33	0	0	33	33	0	0	33	33	33	X	20	0	8	22	39	31
	7-12	47	5	40	60	0	0	0	40	20	20	0	20	20	0	20	40	20							
	13+	46	4	25	25	50	0	0	--	--	--	--	--	0	0	75	25	0							
ENGINE MOUNT REMOVE	0-6	38	3	67	0	33	0	0	67	0	0	33	0	0	0	33	0	67	X	30	0	10	20	40	30
	7-12	41	7	57	29	14	0	0	14	29	14	29	14	0	0	57	29	14							
	13+	42	4	50	50	0	0	0	--	--	--	--	--	0	25	0	25	50							
N2 POWER LEVER CONTROL TUBES REMOVE	0-6	38	3	67	33	0	0	0	0	33	0	33	33	0	0	67	0	33	X	39	0	7	33	30	30
	7-12	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR INSTALL	0-6	38	2	99	0	0	0	0	0	0	0	50	50	0	0	0	50	50	X	40	4	4	27	42	23
	7-12	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

N1 TACHOMETER GENERATOR REMOVE	0-6	38	2	0	99	0	0	0	0	0	50	50	0	0	0	0	50	50	x	33	0	7	17	38	38
	7-12	25	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	31	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
N2 TACHOMETER GENERATOR REMOVE	0-6	38	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	x	33	0	7	17	34	41
	7-12	24	1	0	99	0	0	0	0	0	0	99	0	0	0	99	0	0							
	13+	31	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
FUEL QUANTITY TANK UNIT OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	50	0	50	0	0	0	50	0	50	0	0	0	0	0	99	x	22	3	6	16	56	19
	7-12	29	5	40	60	0	0	0	0	0	40	40	20	0	0	80	20	0							
	13+	46	3	33	33	33	0	0	--	--	--	--	--	0	0	67	33	0							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) OBTAIN SERVICEABLE REPLACEMENT	0-6	38	3	33	33	33	0	0	33	0	0	67	0	0	0	0	33	67	x	24	3	9	16	47	25
	7-12	12	2	0	50	50	0	0	0	0	0	99	0	0	0	99	0	0							
	13+	46	4	50	25	25	0	0	--	--	--	--	--	0	0	50	50	0							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) REMOVE	0-6	38	3	33	33	33	0	0	33	0	0	67	0	0	0	0	33	67	x	23	0	12	15	45	27
	7-12	47	6	33	50	17	0	0	17	17	17	50	0	0	0	50	50	0							
	13+	54	5	40	40	20	0	0	--	--	--	--	--	0	0	40	60	0							
HOT END OF ENGINE INSTALL	0-6	38	3	67	33	0	0	0	50	50	0	0	0	0	67	0	0	33	x	59	5	16	47	21	11
	7-12	18	1	0	99	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE OIL FILTER OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	99	0	0	0	0	0	50	0	50	0	0	0	50	0	50	x	16	3	8	14	47	29
	7-12	35	5	20	40	40	0	0	20	20	20	40	0	20	0	80	0	0							
	13+	46	3	33	67	0	0	0	--	--	--	--	--	0	0	0	99	0							
ENGINE OIL COOLER INSTALL	0-6	38	2	99	0	0	0	0	0	50	0	50	0	0	50	0	50	0	x	15	0	16	14	49	22
	7-12	59	10	56	44	0	0	0	0	20	30	20	30	0	10	40	40	10							
	13+	69	7	57	43	0	0	0	--	--	--	--	--	0	0	43	29	29							
ENGINE (AS AN OPERATIONAL SYSTEM) INSTALL	0-6	38	2	50	0	50	0	0	50	50	0	0	0	0	0	50	0	50	x	36	10	14	34	28	14
	7-12	24	2	99	0	0	0	0	50	0	50	0	0	0	0	50	50	0							
	13+	15	1	0	0	99	0	0	--	--	--	--	--	0	0	99	0	0							
HYDRAULIC SYSTEM FILTERS (B&D MODELS) OBTAIN SERVICEABLE REPLACEMENT	0-6	38	1	0	0	99	0	0	0	0	0	99	0	0	0	0	0	99	x	21	3	9	12	50	26
	7-12	18	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	38	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
IRREVERSIBLE VALVES (B & D MODELS) REMOVE	0-6	38	2	99	0	0	0	0	0	50	0	50	0	0	0	50	0	50	x	23	0	21	15	41	24
	7-12	53	9	63	25	13	0	0	33	22	11	11	22	11	0	22	56	11							
	13+	62	6	50	50	0	0	0	--	--	--	--	--	0	0	33	67	0							
TRANSMISSION EXTERNAL OIL FILTER DISASSEMBLE	0-6	38	3	33	33	33	0	0	0	33	0	33	33	0	0	0	67	33	x	25	0	15	21	48	15
	7-12	29	3	33	67	0	0	0	0	33	67	0	0	33	0	67	0	0							
	13+	54	[illegible]	25	50	25	0	0	--	--	--	--	--	0	0	50	25	25							
HYD PUMP & TACH GEN OR QUILL ASSY (B&D MODELS) REMOVE	0-6	38	3	99	0	0	0	0	0	67	0	33	0	0	33	33	33	0	x	34	3	14	17	52	14
	7-12	35	6	33	50	17	0	0	33	17	33	17	0	17	0	83	0	0							
	13+	62	4	50	25	25	0	0	--	--	--	--	--	0	0	25	75	0							
TRANSMISSION SUMP PLUG REMOVE	0-6	38	3	67	33	0	0	0	33	0	0	33	33	0	0	0	33	67	x	14	0	8	11	53	29
	7-12	47	5	60	40	0	0	0	20	60	20	0	0	0	0	60	40	0							
	13+	69	6	83	0	17	0	0	--	--	--	--	--	0	0	67	33	0							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY INSTALL	0-6	38	2	0	50	50	0	0	0	0	0	50	0	0	0	0	50	50	x	36	7	7	17	41	28
	7-12	12	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	62	4	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
TRANSMISSION MAGNETIC SUMP PLUG REMOVE	0-6	39	3	33	33	33	0	0	0	33	0	33	33	0	0	0	33	67	x	12	0	8	21	47	24
	7-12	47	7	57	43	0	0	0	29	43	14	14	0	14	14	29	29	14							
	13+	92	7	57	29	14	0	0	--	--	--	--	--	0	0	57	43	0							

Task	MECHANICS AND CREWCHIEFS																		SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency in Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% O < 70%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	99	0	0	0	0	0	50	0	50	0	0	0	0	0	99	X	12	3	8	18	47	24
	7-12	33	3	99	0	0	0	0	0	67	33	0	0	33	0	33	33	0							
	13+	67	7	57	29	14	0	0	--	--	--	--	--	0	0	29	57	14							
TAIL ROTOR DRIVE QUILL ASSEMBLY CLEAN FLEX COUPLING	0-6	38	3	99	0	0	0	0	0	67	0	33	0	0	33	33	33	0	X	14	3	14	24	48	10
	7-12	33	3	33	67	0	0	0	0	33	33	33	0	0	0	99	0	0							
	13+	31	3	67	0	33	0	0	--	--	--	--	--	0	0	33	33	33							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) DISASSEMBLE	0-6	38	2	99	0	0	0	0	0	50	0	0	50	0	0	0	99	0	X	14	10	24	28	24	14
	7-12	59	6	50	17	33	0	0	33	0	33	33	0	0	0	67	17	17							
	13+	46	3	67	0	0	33	0	--	--	--	--	--	0	0	67	0	33							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) TROUBLESHOOT	0-6	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	25	12	21	24	16	6
	7-12	24	3	67	0	33	0	0	33	0	33	33	0	0	0	67	0	33							
	13+	17	1	0	0	0	99	0	--	--	--	--	--	0	0	0	0	99							
MAIN ROTOR ASSEMBLY ALIGN ROTOR ASSEMBLY	0-6	38	2	0	99	0	0	0	0	0	0	50	50	0	0	0	50	50	X	10	10	32	26	29	3
	7-12	65	6	50	33	17	0	0	17	17	33	17	17	0	17	50	33	0							
	13+	69	5	20	80	0	0	0	--	--	--	--	--	0	20	60	20	0							
MAIN ROTOR ASSEMBLY PACKAGE HUB ASSEMBLY	0-6	38	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	19	6	20	23	40	11
	7-12	41	3	33	0	67	0	0	33	33	0	33	0	0	0	67	33	0							
	13+	56	4	25	75	0	0	0	--	--	--	--	--	0	25	25	50	0							
MAIN ROTOR ASSEMBLY DISASSEMBLE AND HUB ASSEMBLY	0-6	38	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	61	18	35	29	12	6
	7-12	33	2	0	0	99	0	0	0	0	50	50	0	0	0	99	0	0							
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
SCISSORS AND SLEEVE ASSEMBLY REPAIR	0-6	38	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	41	23	31	27	15	4
	7-12	26	4	75	0	25	0	0	0	0	25	25	50	0	25	25	50	0							
	13+	15	2	50	50	0	0	0	--	--	--	--	--	0	0	99	0	0							
SCISSORS AND SLEEVE ASSEMBLY SERVICE	0-6	38	1	0	0	99	0	0	0	0	0	99	0	0	0	0	0	99	X	16	3	14	28	36	19
	7-12	41	5	60	20	20	0	0	0	0	40	20	40	0	20	40	40	0							
	13+	46	4	0	75	25	0	0	--	--	--	--	--	0	0	50	50	0							
SWASHPLATE & SUPPORT ASSEMBLY PURGE	0-6	38	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	28	6	19	23	42	10
	7-12	33	4	50	25	25	0	0	0	25	50	25	0	25	0	75	0	0							
	13+	54	7	43	57	0	0	0	--	--	--	--	--	0	0	57	43	0							
SWASHPLATE & SUPPORT ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	38	2	50	50	0	0	0	0	0	0	50	50	0	0	0	50	50	X	14	6	6	17	50	22
	7-12	27	3	67	0	33	0	0	0	33	33	33	0	33	0	67	0	0							
	13+	31	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
COLLECTIVE LEVERS DISASSEMBLE	0-6	38	2	50	50	0	0	0	0	0	0	99	0	0	0	0	50	50	X	30	10	17	37	30	7
	7-12	41	6	67	17	17	0	0	17	0	33	17	33	0	0	50	50	0							
	13+	46	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
COLLECTIVE LEVERS ASSEMBLE	0-6	38	2	50	50	0	0	0	0	0	0	99	0	0	0	0	50	50	X	30	13	20	33	27	7
	7-12	67	7	67	17	17	0	0	14	14	29	14	29	0	0	57	43	0							
	13+	56	3	99	0	0	0	0	--	--	--	--	--	0	0	67	33	0							

COLLECTIVE LEVERS REMOVE	0-6	38	2	50	50	0	0	0	0	0	0	99	0	0	0	0	50	50	x	14	0	14	30	35	22
	7-12	65	10	56	22	22	0	0	20	10	30	10	30	0	0	60	40	0							
	13+	92	10	70	30	0	0	0	--	--	--	--	--	0	0	50	40	10							
TAIL ROTOR ASSEMBLY ASSEMBLE HUB ASSEMBLY	0-6	38	3	67	0	33	0	0	33	0	0	33	33	0	0	0	33	67	x	66	20	33	27	13	7
	7-12	53	5	20	60	20	0	0	20	20	20	20	20	0	0	80	20	0							
	13+	23	3	33	67	0	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR ASSEMBLY REPAIR HUB ASSEMBLY	0-6	38	2	99	0	0	0	0	99	0	0	0	0	0	0	50	0	50	[illegible]	75	18	55	18	9	0
	7-12	24	3	33	33	33	0	0	0	33	0	33	33	0	0	67	33	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TAIL ROTOR ASSEMBLY INSTALL BLADES	0-6	38	2	99	0	0	0	0	99	0	0	0	0	0	0	50	0	50	x	44	4	21	17	46	13
	7-12	65	9	44	33	22	0	0	11	33	11	22	22	0	0	56	44	0							
	13+	38	3	33	67	0	0	0	--	--	--	--	--	0	0	50	50	0							
COPILOT ATTITUDE INDICATOR INSTALL	0-6	38	2	99	0	0	0	0	50	0	0	50	0	0	0	50	0	50	x	14	0	7	21	55	17
	7-12	29	4	75	25	0	0	0	0	0	50	25	25	0	0	25	25	50							
	13+	38	3	33	67	0	0	0	--	--	--	--	--	0	0	33	33	33							
AIRSPEED INDICATOR INSTALL	0-6	38	3	99	0	0	0	0	0	33	0	33	33	0	0	33	33	33	x	32	3	7	13	57	20
	7-12	18	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	38	3	99	0	0	0	0	--	--	--	--	--	0	0	67	0	33							
GAS PRODUCER INLT TACHOMETER REMOVE	0-6	38	3	99	0	0	0	0	33	0	0	33	33	0	0	33	33	33	x	33	0	7	24	49	21
	7-12	12	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TORQUE METER INDICATOR REMOVE	0-6	38	3	99	0	0	0	0	33	0	0	33	33	0	0	33	33	33	x	28	0	10	13	55	23
	7-12	18	1	99	0	0	0	0	0	0	0	0	99	0	0	0	0	99							
	13+	15	1	0	0	99	0	0	--	--	--	--	--	0	0	99	0	0							
FUEL QUANTITY INDICATOR REMOVE	0-6	38	3	99	0	0	0	0	33	33	0	33	0	0	0	33	0	67	x	33	0	7	21	48	26
	7-12	18	1	99	0	0	0	0	0	0	0	0	99	0	0	99	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FIRE DETECTOR SYSTEM INSTALL	0-6	38	3	33	33	33	0	0	67	0	0	33	0	0	0	33	33	33	x	10	7	17	20	37	20
	7-12	31	4	50	25	25	0	0	25	0	75	0	0	0	25	25	50	0							
	13+	38	3	99	0	0	0	0	--	--	--	--	--	0	0	33	33	33							
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES INSTALL	0-6	38	3	99	0	0	0	0	0	33	0	33	33	0	33	0	33	33	x	26	6	13	16	47	19
	7-12	18	2	50	50	0	0	0	0	0	99	0	0	0	50	0	50	0							
	13+	31	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES ADJUST	0-6	38	3	33	67	0	0	0	33	0	0	33	33	0	0	33	33	33	x	26	10	10	26	45	10
	7-12	25	4	75	25	0	0	0	0	25	75	0	0	0	0	50	50	0							
	13+	46	4	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
MASTER CAUTION PANEL TEST	0-6	38	3	67	0	33	0	0	33	0	0	33	33	0	0	33	33	33	x	55	20	25	25	25	5
	7-12	12	1	0	99	0	0	0	99	0	0	0	0	99	0	0	0	0							
	13+	8	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
INTERIOR LIGHTS INSTALL	0-6	38	3	99	0	0	0	0	33	33	0	33	0	0	33	33	0	33	x	35	0	7	18	50	25
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
ANTI-COLLISION LIGHT INSTALL	0-6	38	3	99	0	0	0	0	33	0	0	33	33	0	0	33	33	33	x	30	3	6	16	55	19
	7-12	35	5	80	20	0	0	0	20	40	0	0	20	0	0	40	40	20							
	13+	38	4	75	25	0	0	0	--	--	--	--	--	0	0	25	75	0							
TAIL ROTOR PITCH CONTROL MECHANISM RIG TO TAIL ROTOR CONTROLS	0-6	33	2	50	0	50	0	0	0	0	50	0	50	50	0	0	50	0	x	13	8	38	24	28	0
	7-12	88	11	45	36	0	9	9	18	18	45	9	9	9	18	45	18	9							
	13+	67	3	33	67	0	0	0	--	--	--	--	--	0	0	33	67	0							

Task	MECHANICS AND CREWCHIEFS																				SUPERVISORS					
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency in Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
ENGINE INDUCTION BAFFLE REMOVE	0-6	33	3	33	0	33	33	0	33	67	0	0	0	0	0	67	0	33	X	20	0	6	20	40	34
	7-12	31	5	0	50	0	0	50	40	60	0	0	0	0	20	20	40	20							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
TRANSMISSION EXTERNAL OIL FILTER ASSEMBLE	0-6	33	6	33	33	33	0	0	0	50	17	17	17	0	0	33	50	17	X	25	3	21	18	42	15
	7-12	33	8	38	63	0	0	0	0	29	71	0	0	13	13	50	13	13							
	13+	53	6	33	50	17	0	0	--	--	--	--	--	0	0	50	33	17							
MAIN ROTOR ASSEMBLY ASSEMBLE 44* & 48* HUB ASSEMBLY	0-6	33	2	50	0	50	0	0	0	50	0	50	0	0	0	50	50	0	X	64	31	25	25	13	6
	7-12	38	5	60	40	0	0	0	0	0	75	25	0	0	20	40	20	20							
	13+	50	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
CYCLIC CONTROL STICK DISASSEMBLE	0-6	30	2	0	99	0	0	0	0	50	50	0	0	0	0	99	0	0	X	24	17	20	40	20	3
	7-12	19	3	33	67	0	0	0	0	33	33	0	33	0	33	33	0	33							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	99	0	0							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY INSTALL	0-6	30	3	67	33	0	0	0	0	99	0	0	0	0	0	0	67	33	X	14	13	5	29	37	16
	7-12	69	7	50	33	17	0	0	0	60	40	0	0	0	17	50	17	17							
	13+	67	3	0	67	33	0	0	--	--	--	--	--	0	0	33	67	0							
TAIL ROTOR CONTROL QUADRANT RIG TO TAIL ROTOR CONTROLS	0-6	30	1	0	0	99	0	0	0	99	0	0	0	0	0	0	0	99	X	13	13	35	25	25	3
	7-12	69	9	67	33	0	0	0	0	22	56	11	11	0	44	33	22	0							
	13+	67	3	33	67	0	0	0	--	--	--	--	--	0	0	0	67	33							
TAIL ROTOR CONTROL QUADRANT REMOVE	0-6	30	1	99	0	0	0	0	0	99	0	0	0	0	0	0	0	99	X	16	3	5	24	50	18
	7-12	69	8	99	0	0	0	0	0	25	63	13	0	0	25	25	38	13							
	13+	50	3	33	67	0	0	0	--	--	--	--	--	0	0	0	67	33							
TAIL ROTOR CONTROL CABLES DISASSEMBLE	0-6	30	2	0	50	50	0	0	0	50	50	0	0	0	0	50	0	50	X	27	6	9	18	52	15
	7-12	81	10	40	50	10	0	0	30	30	30	0	10	0	22	22	33	22							
	13+	67	3	99	0	0	0	0	--	--	--	--	--	0	0	33	67	0							
FORCE GRADIENT ASSEMBLIES INSTALL	0-6	30	1	0	99	0	0	0	0	0	0	0	99	0	0	0	99	0	X	11	5	10	18	51	15
	7-12	25	4	99	0	0	0	0	0	25	75	0	0	0	25	25	50	0							
	13+	33	1	99	0	0	0	0	-	--	--	--	--	0	0	99	0	0							
BELL CRANKS PURGE	0-6	30	3	67	33	0	0	0	0	33	67	0	0	0	0	67	33	0	X	13	3	10	21	36	31
	7-12	63	8	38	38	0	13	13	25	38	25	0	13	0	13	50	13	25							
	13+	67	4	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
PILOT OR COPILOT SEAT ADJUST	0-6	30	3	33	67	0	0	0	0	50	50	0	0	0	0	99	0	0	X	9	3	3	15	45	35
	7-12	63	8	63	25	13	0	0	13	50	38	0	0	0	13	38	25	25							
	13+	50	3	0	33	33	0	33	--	--	--	--	--	0	0	33	67	0							
PILOT OR COPILOT DOOR REPAIR	0-6	30	3	0	99	0	0	0	0	33	33	33	0	0	0	0	99	0	X	33	3	13	10	55	19
	7-12	31	4	50	0	50	0	0	25	50	0	0	25	0	25	50	25	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
CARGO SUSPENSION SYSTEM (CARGO HOOK) REMOVE	0-6	30	2	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	31	0	3	19	45	32
	7-12	38	6	83	17	0	0	0	33	33	17	17	0	0	0	33	50	17							
	13+	33	2	0	99	0	0	0	--	--	--	--	--	0	0	0	50	50							

GROUND HANDLING WHEELS SERVICE	0-6	30	3	33	67	0	0	0	33	33	33	0	0	0	0	67	33	0	x	14	0	3	24	41	32
	7-12	44	6	67	17	17	0	0	33	33	33	0	0	0	0	33	33	33							
	13+	50	2	50	0	50	0	0	--	--	--	--	--	0	0	0	0	99							
GROUND HANDLING WHEELS REMOVE	0-6	30	3	33	0	67	0	0	0	67	33	0	0	0	0	67	0	33	x	7	0	8	13	45	35
	7-12	63	9	22	11	22	22	22	44	33	22	0	0	0	0	33	56	11							
	13+	40	2	0	50	0	0	50	--	--	--	--	--	0	0	50	0	50							
TOW RINGS INSTALL	0-6	30	2	50	50	0	0	0	0	0	50	0	50	0	0	50	0	50	x	12	0	5	11	39	45
	7-12	25	4	75	25	0	0	0	0	50	25	0	25	0	25	50	0	25							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	0	50							
LANDING GEAR SKID TUBE ASSEMBLY REMOVE	0-6	30	2	50	50	0	0	0	0	50	50	0	0	0	0	99	0	0	x	9	3	10	21	44	23
	7-12	81	9	67	22	11	0	0	11	56	11	11	11	0	33	22	33	11							
	13+	67	4	75	25	0	0	0	--	--	--	--	--	0	0	25	50	25							
LANDING GEAR CROSS TUBE INSPECT FOR DEFLECTION	0-6	30	2	50	50	0	0	0	0	50	50	0	0	0	0	99	0	0	x	23	9	15	27	39	9
	7-12	50	7	86	14	0	0	0	14	29	29	14	14	0	0	57	29	14							
	13+	67	4	75	0	0	0	25	--	--	--	--	--	0	0	25	25	50							
CROSS TUBE RETENTION CAP OBTAIN SERVICEABLE REPLACEMENT	0-6	30	2	99	0	0	0	0	0	50	50	0	0	0	0	99	0	0	x	12	3	8	19	41	30
	7-12	31	3	67	33	0	0	0	33	0	67	0	0	0	0	67	0	33							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
CROSS TUBE RETENTION CAP INSTALL	0-6	30	2	99	0	0	0	0	0	50	50	0	0	0	0	99	0	0	x	14	3	5	16	34	42
	7-12	69	9	67	22	0	11	0	11	11	56	11	11	0	11	33	33	22							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	33	33	33							
ENGINE MOUNT OBTAIN SERVICEABLE REPLACEMENT	0-6	30	2	50	50	0	0	0	0	99	0	0	0	0	0	99	0	0	x	29	3	10	20	43	23
	7-12	13	2	50	50	0	0	0	0	99	0	0	0	0	50	0	0	50							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
FUEL CONTROL UNIT REMOVE	0-6	30	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	x	48	4	9	30	39	17
	7-12	19	2	50	50	0	0	0	0	0	0	99	0	0	0	99	0	0							
	13+	50	3	67	0	0	0	33	--	--	--	--	--	0	0	67	33	0							
FUEL QUANTITY TANK UNIT INSTALL	0-6	30	3	67	33	0	0	0	33	0	33	0	33	0	0	99	0	0	x	19	6	9	31	40	14
	7-12	50	6	50	33	17	0	0	0	60	0	0	40	0	20	60	20	0							
	13+	50	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
MAIN FUEL STRAINER (WAFER TYPE) REMOVE	0-6	30	3	33	67	0	0	0	0	33	33	33	0	0	0	33	33	33	x	19	0	6	20	43	31
	7-12	44	6	67	33	0	0	0	17	17	33	17	17	0	33	33	17	17							
	13+	50	3	99	0	0	0	0	--	--	--	--	--	0	0	33	67	0							
ENGINE EXHAUST TAIL PIPE INSTALL	0-6	30	3	67	33	0	0	0	0	33	33	0	33	0	0	67	0	33	x	48	0	13	17	39	30
	7-12	60	8	75	25	0	0	0	0	38	38	13	13	0	25	50	13	13							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	0	50							
ENGINE OIL FILTER ASSEMBLE	0-6	30	2	50	0	50	0	0	50	0	50	0	0	0	0	99	0	0	x	16	3	17	8	50	22
	7-12	38	6	67	17	0	17	0	0	33	50	17	0	0	17	33	50	0							
	13+	33	2	50	0	0	50	0	--	--	--	--	--	0	0	0	99	0							
ENGINE MAGNETIC PLUG REMOVE	0-6	30	3	33	0	67	0	0	33	33	33	0	0	0	0	99	0	0	x	18	0	11	25	42	22
	7-12	31	5	40	40	20	0	0	0	40	20	20	20	0	40	40	20	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	0	50							
ENGINE (AS AN OPERATIONAL SYSTEM) REMOVE	0-6	30	3	33	67	0	0	0	33	0	0	33	33	0	0	33	33	33	x	36	3	7	34	41	14
	7-12	56	6	40	20	20	20	0	0	60	20	20	0	0	17	50	17	17							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	0	50							
HYDRAULIC PUMP (C MODEL) INSTALL	0-6	30	3	33	33	33	0	0	0	33	33	33	0	0	0	67	0	33	x	20	6	8	22	42	22
	7-12	63	9	44	44	11	0	0	11	33	22	22	11	0	11	33	44	11							
	13+	20	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							

Task	MECHANICS AND CREWCHIEFS																		SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency in Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	X ≥ 70% 0 < 20%	0	1	2	3	4	5
HYDRAULIC SYSTEM CONNECTING HARDWARE INSTALL	0-6	30	3	33	67	0	0	0	33	33	0	33	0	0	0	67	33	0	X	16	5	8	18	45	24
	7-12	56	9	22	56	22	0	0	0	44	33	0	22	0	11	44	33	11							
	13+	17	1	0	0	0	99	0	--	--	--	--	--	0	0	0	0	99							
TRANSMISSION PYLON ISOLATION MOUNT REMOVE	0-6	30	3	33	33	33	0	0	0	33	0	33	33	0	0	67	0	33	X	11	3	10	28	38	21
	7-12	81	12	58	33	8	0	0	0	33	50	17	0	0	17	42	42	0							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0							
TRANSMISSION OIL COOLER CLEAN BY PRESSURE FLUSHING	0-6	30	3	67	33	0	0	0	0	67	0	33	0	0	0	33	0	67	X	49	22	13	26	30	9
	7-12	38	5	60	40	0	0	0	0	50	25	25	0	0	0	40	40	20							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION LIFT LINK INSTALL	0-6	30	2	50	50	0	0	0	0	50	0	50	0	0	0	99	0	0	X	11	8	23	[illegible]	[illegible]	25
	7-12	81	13	54	38	8	0	0	15	38	31	8	8	0	15	38	31	15							
	13+	60	3	33	67	0	0	0	--	--	--	--	--	0	33	0	67	0							
INPUT DRIVE QUILL ASSEMBLY REMOVE	0-6	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	25	6	16	18	45	12
	7-12	69	10	60	30	10	0	0	0	11	33	44	11	0	20	50	20	10							
	13+	83	5	80	20	0	0	0	--	--	--	--	--	0	0	20	60	20							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) PACKAGE	0-6	30	1	0	99	0	0	0	0	0	99	0	0	0	0	0	0	99	X	20	11	11	23	34	20
	7-12	33	5	60	40	0	0	0	60	0	0	20	20	0	20	40	20	20							
	13+	67	4	50	50	0	0	0	--	--	--	--	--	0	0	25	75	0							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES DISASSEMBLE	0-6	30	3	33	67	0	0	0	0	33	67	0	0	0	0	33	67	0	X	44	8	20	28	36	9
	7-12	50	7	57	43	0	0	0	14	29	43	14	0	0	0	43	29	29							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
STABILIZER BAR DISASSEMBLE	0-6	30	2	50	50	0	0	0	0	50	0	50	0	0	0	50	50	0	X	50	14	29	24	29	5
	7-12	50	8	50	50	0	0	0	14	29	29	14	14	0	13	75	0	13							
	13+	33	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
STABILIZER BAR ASSEMBLE	0-6	30	2	50	50	0	0	0	0	50	0	50	0	0	0	50	50	0	X	48	18	23	23	32	5
	7-12	50	8	50	50	0	0	0	14	14	43	14	14	0	13	75	0	13							
	13+	33	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
SCISSORS AND SLEEVE ASSEMBLY DISASSEMBLE	0-6	30	2	0	99	0	0	0	0	50	50	0	0	0	0	50	50	0	X	34	10	28	31	28	3
	7-12	50	7	17	83	0	0	0	0	17	50	17	17	0	17	67	0	17							
	13+	67	4	99	0	0	0	0	--	--	--	--	--	0	0	25	75	0							
SCISSORS AND SLEEVE ASSEMBLY ASSEMBLE	0-6	30	2	0	99	0	0	0	0	50	50	0	0	0	0	50	50	0	X	36	11	39	25	21	4
	7-12	50	7	17	83	0	0	0	0	0	67	17	17	0	17	67	0	17							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0							
TAIL ROTOR ASSEMBLY MAKE OPERATIONAL CHECK	0-6	30	1	0	0	99	0	0	0	0	99	0	0	0	0	0	99	0	X	29	6	16	39	29	10
	7-12	73	8	43	43	14	0	0	14	43	14	14	14	0	14	43	14	29							
	13+	67	4	25	50	0	0	25	--	--	--	--	--	0	25	25	0	50							
TAIL ROTOR ASSEMBLY RIG TO TAIL ROTOR CONTROLS	0-6	30	1	0	0	99	0	0	0	0	99	0	0	0	0	0	99	0	X	9	13	25	30	28	5
	7-12	81	9	38	63	0	0	0	0	50	38	0	13	0	13	63	13	13							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0							

INSTRUMENT PANEL	0-6	30	2	50	50	0	0	0	0	50	0	50	0	0	0	50	50	0	x	31	3	10	17	52	17
OBTAIN SERVICEABLE REPLACEMENT	7-12	13	2	99	0	0	0	0	0	0	50	0	50	0	0	50	0	50							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
INSTRUMENT PANEL	0-6	30	3	33	67	0	0	0	0	67	0	33	0	0	0	33	67	0	x	30	6	13	23	42	16
INSTALL	7-12	19	2	99	0	0	0	0	0	0	50	0	50	0	0	50	0	50							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
CLOCK	0-6	30	3	0	67	33	0	0	0	33	33	0	33	0	0	0	0	99	x	29	0	7	17	53	23
REMOVE	7-12	44	7	43	57	0	0	0	33	17	17	33	0	0	17	33	17	33							
	13+	67	4	99	0	0	0	0	--	--	--	--	--	0	0	50	0	50							
CONTROL PANELS	0-6	30	3	67	33	0	0	0	0	33	33	0	33	0	0	33	33	33	x	37	0	7	30	52	11
REMOVE	7-12	25	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0							
	13+	50	3	99	0	0	0	0	--	--	--	--	--	0	0	33	33	33							
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL)	0-6	29	1	0	99	0	0	0	0	0	0	99	0	0	0	0	99	0	x	27	3	28	25	34	9
TROUBLESHOOT	7-12	24	4	75	25	0	0	0	25	0	25	25	25	0	0	50	50	0							
	13+	23	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX)	0-6	29	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	14	3	8	16	49	24
OBTAIN SERVICEABLE REPLACEMENT	7-12	29	3	67	33	0	0	0	0	0	50	50	0	0	0	99	0	0							
	13+	62	5	80	20	0	0	0	--	--	--	--	--	0	0	20	80	0							
HYDRAULIC RESERVOIR	0-6	28	4	25	25	50	0	0	25	25	0	25	25	0	0	50	25	25	x	23	6	6	21	47	21
*SERVICE	7-12	36	11	27	64	9	0	0	27	27	18	9	18	0	0	45	27	27							
	13+	37	7	57	14	0	14	14	--	--	--	--	--	0	0	43	14	43							
CYCLIC CONTROL STICK	0-6	25	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	x	9	5	13	18	43	23
OBTAIN SERVICEABLE REPLACEMENT	7-12	35	6	17	67	17	0	0	0	0	67	17	17	0	17	50	33	0							
	13+	54	5	60	40	0	0	0	--	--	--	--	--	0	0	40	60	0							
COLLECTIVE PITCH CONTROL TUBES	0-6	25	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	x	39	21	7	21	43	7
REPAIR	7-12	6	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	54	5	40	60	0	0	0	--	--	--	--	--	0	0	40	60	0							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	20	14	8	35	38	5
ASSEMBLE	7-12	35	5	60	40	0	0	0	0	20	20	0	60	0	20	60	20	0							
	13+	38	4	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY	0-6	25	2	50	50	0	0	0	50	0	0	50	0	0	0	0	50	50	x	11	5	8	23	38	26
OBTAIN SERVICEABLE REPLACEMENT	7-12	50	7	29	57	14	0	0	29	14	14	29	14	0	29	57	14	0							
	13+	69	7	29	57	14	0	0	--	--	--	--	--	0	0	43	57	0							
TAIL ROTOR CONTROL TUBES	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	37	10	7	34	41	7
REPAIR	7-12	12	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
TAIL ROTOR CONTROL CABLES	0-6	25	2	0	50	50	0	0	0	0	0	50	50	0	0	0	50	50	x	24	9	15	24	38	15
ASSEMBLE	7-12	69	10	78	22	0	0	0	0	44	11	11	33	0	10	40	40	10							
	13+	62	5	40	40	20	0	0	--	--	--	--	--	0	0	20	60	20							
TAIL ROTOR CONTROL PULLEYS	0-6	25	2	0	99	0	0	0	0	0	0	50	50	0	0	0	50	50	x	16	0	8	16	43	32
REMOVE	7-12	76	13	69	31	0	0	0	0	31	23	23	23	8	8	42	33	8							
	13+	77	10	40	40	20	0	0	--	--	--	--	--	0	0	50	50	0							
MAGNETIC BRAKE ASSEMBLY	0-6	25	2	99	0	0	0	0	0	0	0	50	50	0	0	0	50	50	x	9	5	7	27	46	15
INSTALL	7-12	41	7	71	14	14	0	0	14	14	14	29	29	0	0	29	57	14							
	13+	54	6	40	20	40	0	0	--	--	--	--	--	0	0	33	50	17							
TROOP SEATS	0-6	25	1	99	0	0	0	0	0	99	0	0	0	0	0	0	99	0	x	7	0	7	20	46	27
OBTAIN SERVICEABLE REPLACEMENT	7-12	29	3	67	0	33	0	0	33	0	33	0	33	0	0	0	67	33							
	13+	54	5	40	40	0	0	20	--	--	--	--	--	0	0	40	40	20							

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Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
PILOT OR COPILOT DOOR DISASSEMBLE	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	24	0	6	15	56	24
	7-12	29	4	75	25	0	0	0	0	25	25	0	50	0	0	25	75	0							
	13+	38	4	67	33	0	0	0	--	--	--	--	--	0	25	25	25	25							
PILOT OR COPILOT DOOR ASSEMBLE	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	22	0	9	17	51	23
	7-12	35	4	75	25	0	0	0	0	25	25	0	50	0	0	25	75	0							
	13+	38	4	67	33	0	0	0	--	--	--	--	--	0	0	50	25	25							
CARGO DOOR REPAIR	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	33	3	10	19	48	19
	7-12	18	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	31	3	67	33	0	0	0	--	--	--	--	--	0	0	33	0	67							
CARGO DOOR ADJUST	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	11	0	15	25	45	15
	7-12	47	5	80	20	0	0	0	0	20	40	0	40	0	0	40	40	20							
	13+	62	6	50	50	0	0	0	--	--	--	--	--	0	0	50	17	33							
CARGO DOOR OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	9	0	8	18	50	25
	7-12	35	5	50	50	0	0	0	0	25	50	25	0	0	0	50	25	25							
	13+	54	6	67	33	0	0	0	--	--	--	--	--	0	0	33	17	50							
WINDSHIELDS & CHIN BUBBLES OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	50	0	50	0	0	50	0	0	50	0	0	0	0	0	99	X	18	3	6	17	47	28
	7-12	29	4	25	50	25	0	0	50	25	25	0	0	25	0	25	25	25							
	13+	38	4	50	25	25	0	0	--	--	--	--	--	0	0	25	50	25							
WINDOWS OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	18	3	6	8	58	25
	7-12	29	4	75	25	0	0	0	25	50	25	0	0	25	0	25	25	25							
	13+	46	4	50	50	0	0	0	--	--	--	--	--	0	0	25	25	50							
WHIP ANTENNA INSTALL	0-6	25	2	50	0	50	0	0	0	0	0	50	50	0	0	0	50	50	X	37	7	3	14	52	24
	7-12	35	6	67	17	17	0	0	33	17	0	17	33	0	0	17	67	17							
	13+	46	5	80	20	0	0	0	--	--	--	--	--	0	0	20	60	20							
LITTER SUPPORTS REMOVE	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	45	0	4	8	46	42
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
CARGO SUSPENSION SYSTEM (CARGO HOOK) INSTALL	0-6	25	2	99	0	0	0	0	0	50	0	50	0	0	0	0	99	0	X	31	3	6	23	45	23
	7-12	35	5	99	0	0	0	0	40	0	40	0	20	0	20	20	40	20							
	13+	38	4	0	99	0	0	0	--	--	--	--	--	0	0	25	50	25							
TRANSMISSION COWLING REPAIR	0-6	25	1	0	99	0	0	0	99	0	0	0	0	0	0	99	0	0	X	39	4	4	21	50	21
	7-12	33	5	60	20	20	0	0	0	40	40	0	20	0	60	20	0	20							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
TRANSMISSION COWLING OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	X	7	2	2	22	44	29
	7-12	53	6	50	50	0	0	0	17	33	17	17	17	0	33	50	0	17							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
SYNCHRONIZED ELEVATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	11	3	8	21	44	26
	7-12	35	6	67	17	17	0	0	0	33	17	33	17	0	17	50	33	0							
	13+	62	6	50	50	0	0	0	--	--	--	--	--	0	0	50	17	33							

VERTICAL FIN FAIRING OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	18	3	6	17	53	22
	7-12	12	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
VERTICAL FIN FAIRING INSTALL	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	11	5	5	18	48	25
	7-12	18	2	50	50	0	0	0	0	0	50	0	50	0	0	50	50	0							
	13+	38	4	25	75	0	0	0	--	--	--	--	--	0	0	25	0	75							
TAIL SKID (STINGER) REMOVE	0-6	25	2	99	0	0	0	0	50	0	0	50	0	0	0	50	50	0	X	16	3	5	11	53	29
	7-12	53	8	75	13	13	0	0	38	13	13	13	25	0	13	38	38	13							
	13+	77	9	78	11	11	0	0	--	--	--	--	--	0	0	56	33	11							
GROUND HANDLING WHEELS DISASSEMBLE	0-6	25	2	50	50	0	0	0	50	0	0	50	0	0	0	50	50	0	X	42	8	12	32	44	4
	7-12	13	1	0	0	99	0	0	0	99	0	0	0	0	0	99	0	0							
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
GROUND HANDLING WHEELS ASSEMBLE	0-6	25	2	50	50	0	0	0	50	0	0	50	0	0	0	50	50	0	X	40	12	12	31	42	4
	7-12	13	1	0	0	99	0	0	0	99	0	0	0	0	0	99	0	0							
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
GROUND HANDLING WHEELS OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	0	99	0	0	0	99	0	0	0	0	0	0	99	0	0	X	29	7	3	30	41	17
	7-12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY REMOVE	0-6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	35	7	3	17	45	28
	7-12	12	1	0	0	99	0	0	99	0	0	0	0	0	0	0	0	99							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
LANDING GEAR CROSS TUBE OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	50	50	0	0	0	50	0	0	0	50	0	0	0	50	50	X	14	3	8	15	44	25
	7-12	31	3	50	50	0	0	0	0	50	50	0	0	0	0	33	67	0							
	13+	33	2	0	50	50	0	0	--	--	--	--	--	0	0	0	50	50							
ENGINE INTAKE SCREEN (BIRD CAGE) OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	50	50	0	0	0	50	0	0	50	0	0	0	0	0	99	X	20	3	9	12	45	30
	7-12	35	5	20	40	40	0	0	20	40	20	20	0	0	0	40	60	0							
	13+	46	6	33	50	0	17	0	--	--	--	--	--	0	0	33	50	17							
N1 POWER LEVER CONTROL TUBES INSTALL	0-6	25	2	50	50	0	0	0	50	0	0	50	0	0	50	0	0	50	X	35	4	7	32	46	11
	7-12	24	2	99	0	0	0	0	0	0	50	0	50	0	0	99	0	0							
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FUEL CONTROL UNIT RIG TO THROTTLE (TWIST GRIP)	0-6	25	2	0	99	0	0	0	0	0	50	0	50	0	0	99	0	0	X	42	8	40	36	12	4
	7-12	18	1	0	99	0	0	0	0	0	99	0	0	0	0	0	99	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FUEL CONTROL UNIT INSTALL	0-6	25	1	0	99	0	0	0	0	0	0	0	99	0	99	0	0	0	X	48	4	13	35	35	13
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
POWER TURBINE GOVERNOR CAMBOX INSTALL	0-6	25	2	99	0	0	0	0	0	0	0	50	50	0	0	0	50	50	X	41	4	12	27	38	19
	7-12	12	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	38	2	0	99	0	0	0	--	--	--	--	--	0	0	99	0	0							
N1 TACHOMETER GENERATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	33	4	7	14	50	25
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	23	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
N2 TACHOMETER GENERATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	33	4	7	14	50	25
	7-12	6	1	0	99	0	0	0	0	0	0	99	0	0	0	99	0	0							
	13+	15	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
ENGINE ELECTRICAL HARNESS INSTALL	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	49	9	0	23	50	18
	7-12	18	1	0	0	99	0	0	0	0	0	99	0	0	0	99	0	0							
	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

Task	MECHANICS AND CREWCHIEFS																		SUPERVISORS							
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)					
				1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					X ≥ 70% 0 < 20%	0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	99	0	0	0	0	0	0	0	50	50	0	0	0	50	50	X	15	3	9	26	43	20
	7-12	18	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	46	5	60	20	20	0	0	--	--	--	--	--	0	0	20	80	0							
MAIN FUEL LINE CHECK VALVES TROUBLESHOOT	0-6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	36	7	25	32	29	7
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAIN FUEL LINE STRAINER (LAST CHANCE) INSTALL	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	30	6	3	26	39	26
	7-12	24	2	0	50	50	0	0	0	0	50	50	0	0	0	99	0	0							
	13+	46	3	33	33	33	0	0	--	--	--	--	--	0	0	67	33	0							
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) INSTALL	0-6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	51	9	9	36	36	9
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAIN FUEL NOZZLES (L-9 THRU 11) OBTAIN SERVICEABLE REPLACEMENT	0-6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	59	0	17	22	39	22
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
ENGINE OIL LINES OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	99	0	0	0	0	50	0	0	50	0	0	0	50	0	50	X	30	3	10	17	50	20
	7-12	18	2	0	0	0	99	0	0	50	0	0	50	0	0	50	50	0							
	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE (AS AN OPERATIONAL SYSTEM) TROUBLESHOOT	0-6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	34	14	38	28	21	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HYDRAULIC SYSTEM FILTERS (B&D MODELS) INSTALL	0-6	25	1	0	0	99	0	0	0	0	0	99	0	0	0	0	0	99	X	22	6	9	9	49	29
	7-12	41	6	50	33	17	0	0	0	17	50	17	17	0	0	33	50	17							
	13+	54	4	0	75	25	0	0	--	--	--	--	--	0	0	50	25	25							
HYDRAULIC MODULES (C MODEL) REMOVE	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	36	4	11	21	36	29
	7-12	12	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
HYDRAULIC PUMP (C MODEL) REMOVE	0-6	25	2	50	50	0	0	0	0	50	0	50	0	0	0	50	0	50	X	20	0	11	20	46	23
	7-12	47	7	50	33	17	0	0	0	57	29	0	14	17	0	33	50	0							
	13+	54	4	50	50	0	0	0	--	--	--	--	--	0	0	25	75	0							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY SERVICE BALL AND SOCKET	0-6	25	2	99	0	0	0	0	0	50	0	50	0	0	0	50	0	50	X	32	17	13	33	30	7
	7-12	25	2	0	50	50	0	0	0	0	50	50	0	0	50	50	0	0							
	13+	31	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER INSTALL	0-6	25	1	99	0	0	0	0	0	99	0	0	0	0	99	0	0	0	X	14	3	13	24	45	16
	7-12	53	7	71	29	0	0	0	0	29	29	14	29	14	0	57	29	0							
	13+	69	9	75	25	0	0	0	--	--	--	--	--	0	0	63	38	0							
HYDRAULIC SYSTEM CONNECTING HARDWARE BLEED	0-6	25	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	25	6	15	36	36	6
	7-12	24	2	50	50	0	0	0	0	50	50	0	0	50	0	50	0	0							
	13+	31	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							

HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL)	0-6	25	2	99	0	0	0	0	0	50	0	50	0	0	0	50	50	0	X	36	4	14	21	50	11
REMOVE	7-12	12	2	99	0	0	0	0	50	0	50	0	0	0	0	99	0	0							
	13+	38	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION PYLON ISOLATION MOUNT	0-6	25	1	0	0	99	0	0	0	0	0	99	0	0	0	0	0	99	X	12	3	11	26	42	18
OBTAIN SERVICEABLE REPLACEMENT	7-12	47	4	25	25	50	0	0	0	0	75	0	25	0	25	75	0	0							
	13+	62	4	75	25	0	0	0	--	--	--	--	--	0	0	25	75	0							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY	0-6	25	2	0	99	0	0	0	0	0	0	99	0	0	0	0	50	50	X	37	0	11	19	44	26
OBTAIN SERVICEABLE REPLACEMENT	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	46	2	0	99	0	0	0	--	--	--	--	--	0	0	50	50	0							
TRANSMISSION OIL PUMP SCREEN	0-6	25	2	50	50	0	0	0	50	0	0	0	50	0	0	50	50	0	X	34	0	17	7	45	31
REMOVE	7-12	18	1	0	99	0	0	0	0	0	99	0	0	0	0	0	99	0							
	13+	38	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
TRANSMISSION OIL PRESSURE RELIEF VALVE	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	32	10	20	33	33	3
ADJUST	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION OIL COOLER	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	16	5	14	22	38	22
INSTALL	7-12	59	6	67	17	17	0	0	17	0	50	17	17	0	17	50	33	0							
	13+	85	8	63	38	0	0	0	--	--	--	--	--	0	0	50	38	13							
TRANSMISSION ASSEMBLY	0-6	25	1	0	0	0	99	0	99	0	0	0	0	0	0	0	0	99	X	23	12	26	18	41	3
TROUBLESHOOT	7-12	20	2	99	0	0	0	0	50	0	50	0	0	0	0	50	0	50							
	13+	50	2	0	99	0	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR DRIVE SHAFT	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	28	9	24	24	36	6
INSPECT WITH DYE PENETRANT OR ZYGLO	7-12	41	4	67	0	33	0	0	0	33	0	33	33	0	0	33	67	0							
	13+	38	3	33	33	0	33	0	--	--	--	--	--	0	0	33	33	33							
MAIN ROTOR MAST ASSEMBLY	0-6	25	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	16	3	6	17	53	22
OBTAIN SERVICEABLE REPLACEMENT	7-12	53	6	33	33	33	0	0	0	33	33	17	17	17	0	67	17	0							
	13+	77	7	43	43	0	0	14	--	--	--	--	--	0	0	43	29	29							
INPUT DRIVE QUILL ASSEMBLY	0-6	25	2	99	0	0	0	0	0	0	0	50	50	0	0	0	99	0	X	24	15	24	18	35	9
INSTALL	7-12	53	6	67	17	17	0	0	0	17	50	17	17	0	0	83	17	0							
	13+	46	4	75	0	25	0	0	--	--	--	--	--	0	0	75	0	25							
MAIN GENERATOR DRIVE QUILL ASSEMBLY	0-6	25	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0	X	25	3	15	27	36	18
REMOVE	7-12	18	2	50	50	0	0	0	50	0	0	0	50	0	0	0	99	0							
	13+	31	3	33	67	0	0	0	--	--	--	--	--	0	0	67	0	33							
MAIN ROTOR ASSEMBLY	0-6	25	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	9	5	8	44	33	10
SERVICE 44' & 48' ROTOR ASSEMBLY	7-12	35	3	0	67	33	0	0	0	0	33	33	33	0	0	67	33	0							
	13+	54	4	25	75	0	0	0	--	--	--	--	--	0	0	50	50	0							
MAIN ROTOR ASSEMBLY	0-6	25	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	64	19	25	38	13	6
DISASSEMBLE 44' & 48' HUB ASSEMBLY	7-12	35	3	67	0	33	0	0	33	0	0	33	33	0	0	33	67	0							
	13+	23	2	50	50	0	0	0	--	--	--	--	--	0	0	99	0	0							
MAIN ROTOR ASSEMBLY	0-6	25	2	50	50	0	0	0	0	0	0	50	50	0	0	0	50	50	X	44	17	29	29	21	4
ADJUST 48' ROTOR COLLECTIVE FORCE WORM-SCREW	7-12	29	2	50	0	50	0	0	0	0	50	50	0	0	0	99	0	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
STABILIZER BAR	0-6	25	1	0	0	99	0	0	0	0	0	0	0	0	0	0	0	0	X	7	0	13	21	49	18
SERVICE	7-12	47	6	50	50	0	0	0	0	17	33	17	33	0	0	67	17	17							
	13+	62	7	29	71	0	0	0	--	--	--	--	--	0	17	50	33	0							
SCISSORS AND SLEEVE ASSEMBLY	0-6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	11	13	28	21	31	8
RIG TO FLIGHT CONTROLS	7-12	65	7	29	29	43	0	0	0	29	14	29	29	0	0	86	14	0							
	13+	54	3	67	33	0	0	0	--	--	--	--	--	0	0	67	33	0							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS: # Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					SUPERVISORS: % Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)					
				1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					X ≥ 20% 0 < 20%	0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
SCISSORS AND SLEEVE ASSEMBLY ADJUST FRICTION COLLET ASSEMBLY (540)	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	16	22	25	22	25	6
	7-12	35	5	20	40	40	0	0	0	0	20	40	40	0	0	80	20	0							
	13+	23	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
SWASHPLATE & SUPPORT ASSEMBLY SERVICE	0-6	25	1	0	0	99	0	0	0	0	0	99	0	0	0	0	0	99	X	12	3	11	29	42	16
	7-12	35	5	40	40	20	0	0	0	20	20	40	20	20	0	60	20	0							
	13+	69	7	57	29	14	0	0	--	--	--	--	--	0	0	57	43	0							
TAIL ROTOR ASSEMBLY PURGE	0-6	25	2	50	50	0	0	0	50	50	0	0	0	0	0	50	50	0	X	19	0	14	26	37	23
	7-12	41	5	60	0	40	0	0	40	0	20	40	0	20	0	40	20	20							
	13+	46	5	40	40	20	0	0	--	--	--	--	--	0	0	67	33	0							
INSTRUMENT PANEL REPAIR	0-6	25	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	0	64	13	19	31	31	6
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
PILOT ATTITUDE INDICATOR REMOVE	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	33	0	7	17	59	17
	7-12	29	4	75	25	0	0	0	0	0	50	25	25	0	0	25	25	50							
	13+	38	3	33	33	33	0	0	--	--	--	--	--	0	0	33	33	33							
AIRSPEED INDICATOR REPLACE DECALS	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	38	0	15	15	42	27
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
ALTIMETER REMOVE	0-6	25	2	99	0	0	0	0	50	0	0	0	50	0	0	50	50	0	X	30	0	7	17	57	20
	7-12	12	2	50	50	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	31	2	99	0	0	0	0	--	--	--	--	--	0	0	50	0	50							
STANDBY COMPASS INSTALL	0-6	25	2	99	0	0	0	0	50	0	0	50	0	0	0	50	0	50	X	39	0	4	26	56	15
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
GAS PRODUCER (N1) TACHOMETER OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	99	0	0	0	0	0	0	0	50	50	0	0	0	50	50	X	33	4	7	18	54	18
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TORQUE METER INDICATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	99	0	0	0	0	0	0	0	50	50	0	0	0	50	50	X	29	3	7	17	50	23
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
DC VOLTMETER REMOVE	0-6	25	2	99	0	0	0	0	50	0	0	50	0	0	0	50	0	50	X	37	0	11	15	48	26
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
AC VOLTMETER REMOVE	0-6	25	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	37	0	11	15	48	26
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
TRANSMISSION & ENGINE OIL PRESSURE INDICATORS REMOVE	0-6	25	2	99	0	0	0	0	0	50	0	50	0	0	0	50	0	50	X	35	0	7	18	50	25
	7-12	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

EXHAUST TEMPERATURE INDICATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	99	0	0	0	0	0	0	0	50	50	0	0	0	50	50	x	30	3	7	20	47	23
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FUEL PRESSURE INDICATOR INSTALL	0-6	25	2	99	0	0	0	0	0	50	0	50	0	0	0	0	0	99	x	34	3	7	14	52	24
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FUEL QUANTITY INDICATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	99	0	0	0	0	50	0	0	50	0	0	0	0	0	99	x	33	4	7	21	43	25
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
PITOT TUBE INSTALL	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	20	3	14	14	54	14
	7-12	18	2	99	0	0	0	0	50	0	50	0	0	0	0	50	50	0							
	13+	23	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
HOT AIR MIXING VALVE REMOVE	0-6	25	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	x	60	0	18	6	53	24
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FIRE DETECTOR SYSTEM REPAIR	0-6	25	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	0	62	19	19	38	19	6
	7-12	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FIRE DETECTOR SYSTEM TEST	0-6	25	2	50	0	50	0	0	50	0	0	5C	0	0	0	50	0	50	x	45	17	26	26	22	9
	7-12	12	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	15	1	0	0	0	99	0	--	--	--	--	--	0	0	0	99	0							
FIRE DETECTOR SYSTEM TROUBLESHOOT	0-6	25	2	99	0	0	0	0	50	0	0	50	0	0	0	50	50	0	x	42	16	32	16	32	4
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES TROUBLESHOOT	0-6	25	2	99	0	0	0	0	50	0	0	5C	0	0	0	50	50	0	x	42	8	24	24	36	8
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
AUXILIARY FUEL SYSTEM SERVICE	0-6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	67	7	14	50	21	7
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
AUXILIARY FUEL SYSTEM TROUBLESHOOT	0-6	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	64	13	25	44	19	0
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
AUXICIARY FUEL SYSTEM INSTALL	0-6	25	1	99	0	0	0	0	0	99	0	0	0	0	0	0	0	99	x	60	0	24	35	29	12
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MASTER CAUTION PANEL REMOVE	0-6	25	2	99	0	0	0	0	50	0	0	0	50	0	0	50	50	0	x	42	0	12	16	52	20
	7-12	6	1	0	99	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	8	1	0	0	99	0	0	--	--	--	--	--	0	0	0	99	0							
BATTERY (NICAD) OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	0	99	0	0	0	0	0	0	0	99	0	0	0	99	0	x	26	3	3	23	48	23
	7-12	25	2	0	50	50	0	0	0	50	0	50	0	0	0	99	0	0							
	13+	31	3	67	33	0	0	0	--	--	--	--	--	0	0	99	0	0							
STANDBY GENERATOR (STARTER-GENERATOR) REMOVE	0-6	25	2	99	0	0	0	0	0	0	0	50	50	0	0	0	99	0	x	32	3	20	17	40	20
	7-12	18	2	99	0	0	0	0	50	0	50	0	0	0	0	0	50	50							
	13+	15	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
VOLTAGE REGULATOR ADJUST	0-6	25	2	50	50	0	0	0	0	0	0	50	50	0	0	0	99	0	x	48	17	30	26	17	9
	7-12	24	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS: # Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					SUPERVISORS: % Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)					
				1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					X ≥ 20% 0 < 20%	0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
VOLTAGE REGULATOR TROUBLESHOOT	0-6	25	2	50	50	0	0	0	0	50	0	0	50	0	0	50	50	0	X	48	22	30	30	9	9
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
INTERIOR LIGHTS REPAIR	0-6	25	2	99	0	0	0	0	50	0	0	50	0	0	50	0	0	50	X	53	5	24	24	33	14
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
INTERIOR LIGHTS TROUBLESHOOT	0-6	25	1	99	0	0	0	0	99	0	0	0	0	0	99	0	0	0	X	45	4	33	25	29	8
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
NAVIGATION LIGHTS OBTAIN SERVICEABLE REPLACEMENT	0-6	25	2	99	0	0	0	0	50	0	0	0	50	0	0	0	50	50	X	36	4	11	15	41	30
	7-12	6	1	0	99	0	0	0	99	0	0	0	0	0	0	99	0	0							
	13+	31	3	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0							
NAVIGATION LIGHT FLASHER REMOVE	0-6	25	2	99	0	0	0	0	0	50	0	50	0	0	0	0	0	99	X	37	0	11	11	56	22
	7-12	12	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	15	2	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
ANTI-COLLISION LIGHT ASSEMBLE	0-6	25	2	99	0	0	0	0	50	0	0	50	0	0	50	0	0	50	X	47	13	9	26	43	9
	7-12	12	2	99	0	0	0	0	50	0	50	0	0	0	0	0	99	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
ANTI-COLLISION LIGHT TROUBLESHOOT	0-6	25	2	99	0	0	0	0	50	0	0	50	0	0	50	0	0	50	X	45	17	21	25	29	8
	7-12	6	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
LANDING LIGHT ASSEMBLY INSTALL	0-6	25	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0	X	30	0	13	24	42	19
	7-12	18	2	99	0	0	0	0	50	50	0	0	0	0	0	50	50	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
SEARCH LIGHT ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	25	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0	X	36	4	11	15	44	26
	7-12	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
SEARCH LIGHT ASSEMBLY REMOVE	0-6	25	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0	X	35	0	11	21	50	18
	7-12	12	2	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FIRE WARNING LIGHT INSTALL	0-6	25	2	99	0	0	0	0	50	0	0	50	0	0	0	0	0	99	X	43	4	16	20	36	24
	7-12	6	1	99	0	0	0	0	99	0	0	0	0	0	0	0	99	0							
	13+	8	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
TRANSMISSION OIL PRESSURE TRANSMITTER TROUBLESHOOT	0-6	25	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	48	13	22	30	30	4
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
CYCLIC CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	0-6	22	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	X	5	5	7	36	33	19
	7-12	69	8	50	33	17	0	0	50	33	17	0	0	0	0	50	33	17							
	13+	83	4	75	0	25	0	0	--	--	--	--	--	0	0	50	50	0							

COLLECTIVE PITCH & POWER CONTROL LEVER *INSTALL	0-6	22	3	99	0	0	0	0	67	0	0	33	0	0	0	0	33	67	x	11	10	13	38	35	5
	7-12	42	12	64	27	9	0	0	17	8	25	33	17	0	8	50	42	0							
	13+	67	9	33	44	22	0	0	--	--	--	--	--	0	0	56	44	0							
FIRST AID KITS INSPECT FOR SEAL INTACT AND UNBROKEN	0-6	22	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	x	13	3	8	10	41	38
	7-12	38	5	50	25	0	0	25	67	0	33	0	0	0	0	33	33	33							
	13+	50	3	99	0	0	0	0	--	--	--	--	--	0	0	0	67	33							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) INSTALL	0-6	22	2	50	50	0	0	0	0	0	50	50	0	0	50	0	0	50	x	23	3	9	18	42	27
	7-12	19	2	0	99	0	0	0	0	50	50	0	0	0	50	0	0	50							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0							
IRREVERSIBLE VALVES (B & D MODELS) OBTAIN SERVICEABLE REPLACEMENT	0-6	22	2	50	50	0	0	0	0	50	0	50	0	0	0	99	0	0	x	23	3	9	15	52	21
	7-12	38	6	40	60	0	0	0	0	80	20	0	0	0	0	80	0	20							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
CYCLIC CONTROL STICK ASSEMBLE	0-6	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	20	16	32	30	19	3
	7-12	19	3	33	67	0	0	0	0	0	50	0	50	0	33	33	33	0							
	13+	33	2	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
CYCLIC CONTROL STICK TROUBLESHOOT	0-6	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	13	18	25	38	20	0
	7-12	25	1	0	99	0	0	0	0	0	99	0	0	0	99	0	0	0							
	13+	20	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
COLLECTIVE PITCH CONTROL TUBES RIG TO COLLECTIVE CONTROLS	0-6	20	2	99	0	0	0	0	0	50	50	0	0	0	50	50	0	0	x	11	15	32	37	17	0
	7-12	63	7	43	43	14	0	0	17	17	50	17	0	0	33	33	33	0							
	13+	67	3	99	0	0	0	0	--	--	--	--	--	0	33	33	33	0							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY REPAIR	0-6	20	2	50	50	0	0	0	50	50	0	0	0	0	0	0	99	0	x	26	21	9	38	26	6
	7-12	19	2	0	50	50	0	0	0	50	50	0	0	0	0	50	50	0							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY ADJUST	0-6	20	2	0	50	50	0	0	0	99	0	0	0	0	0	0	50	50	x	13	13	10	36	38	3
	7-12	56	5	40	20	40	0	0	20	40	0	40	0	0	0	40	40	20							
	13+	67	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY SERVICE	0-6	20	2	0	0	99	0	0	50	50	0	0	0	0	0	0	0	99	x	11	5	5	18	48	25
	7-12	33	4	25	25	50	0	0	50	25	25	0	0	0	0	50	0	50							
	13+	50	2	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
TAIL ROTOR CONTROL CABLES OBTAIN SERVICEABLE REPLACEMENT	0-6	20	1	0	99	0	0	0	0	0	99	0	0	0	0	0	0	99	x	7	2	7	22	46	22
	7-12	63	8	57	43	0	0	0	14	14	14	43	14	0	17	50	0	33							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
MAGNETIC BRAKE ASSEMBLY REMOVE	0-6	20	2	99	0	0	0	0	0	0	99	0	0	0	50	50	0	0	x	9	2	5	22	54	17
	7-12	44	4	99	0	0	0	0	0	25	75	0	0	0	25	0	50	25							
	13+	33	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
SAFETY BELTS OBTAIN SERVICEABLE REPLACEMENT	0-6	20	2	0	99	0	0	0	50	0	50	0	0	0	50	50	0	0	x	7	2	5	15	49	29
	7-12	19	3	67	33	0	0	0	33	0	33	33	0	0	0	33	67	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	50	50							
JUMP SEATS ASSEMBLE	0-6	20	2	0	99	0	0	0	50	0	50	0	0	0	0	0	99	0	x	13	0	3	10	51	36
	7-12	38	6	33	33	17	0	17	50	33	0	0	17	0	17	33	17	33							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
TROOP SEATS ASSEMBLE	0-6	20	2	0	99	0	0	0	50	0	50	0	0	0	0	0	99	0	x	13	0	3	10	49	38
	7-12	31	5	60	20	0	0	20	40	20	20	0	20	0	0	40	40	20							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FIRE EXTINGUISHER OBTAIN SERVICEABLE REPLACEMENT	0-6	20	2	50	50	0	0	0	0	50	50	0	0	0	0	50	0	50	x	9	3	5	25	48	20
	7-12	13	2	99	0	0	0	0	0	50	50	0	0	0	0	50	0	50							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	0	67	33							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS # Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					SUPERVISORS % Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% 0 < 70%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
PILOT OR COPILOT DOOR ADJUST	0-6	20	2	50	50	0	0	0	0	50	50	0	0	0	50	0	0	50	X	16	5	5	25	45	10
	7-12	55	5	99	0	0	0	0	40	40	20	0	0	0	0	40	40	20							
	13+	50	3	99	0	0	0	0	--	--	--	--	--	0	0	0	67	33							
CARGO DOOR SERVICE	0-6	20	2	50	50	0	0	0	0	99	0	0	0	0	0	50	50	0	X	9	0	5	15	59	22
	7-12	56	6	67	33	0	0	0	50	50	0	0	0	0	0	67	17	17							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
WHIP ANTENNA REMOVE	0-6	20	2	50	0	50	0	0	50	50	0	0	0	0	0	99	0	0	X	38	6	6	11	50	27
	7-12	56	8	63	25	13	0	0	13	50	25	13	0	0	13	50	25	13							
	13+	67	4	50	50	0	0	0	--	--	--	--	--	0	0	50	25	25							
CARGO TIEDOWNS (RINGS) REMOVE	0-6	20	2	50	50	0	0	0	99	0	0	0	0	0	0	50	50	0	X	23	0	6	6	47	41
	7-12	25	3	67	0	33	0	0	33	0	33	0	33	0	33	33	0	33							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
CARGO SUSPENSION SYSTEM (CARGO HOOK) SERVICE	0-6	20	1	99	0	0	0	0	0	99	0	0	0	0	99	0	0	0	X	16	0	7	24	41	28
	7-12	11	1	99	0	0	0	0	99	0	0	0	0	0	0	0	99	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
SYNCHRONIZED ELEVATOR REPAIR	0-6	20	1	0	99	0	0	0	99	0	0	0	0	0	0	0	99	0	0	36	10	5	45	35	5
	7-12	27	2	50	50	0	0	0	0	99	0	0	0	0	50	50	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
VERTICAL FIN FAIRING REMOVE	0-6	20	2	50	50	0	0	0	0	99	0	0	0	0	0	99	0	0	X	11	5	5	20	40	33
	7-12	20	2	0	99	0	0	0	0	99	0	0	0	0	99	0	0	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	0	50							
TAIL SKID (STINGER) OBTAIN SERVICEABLE REPLACEMENT	0-6	20	2	99	0	0	0	0	0	50	50	0	0	0	0	99	0	0	X	18	5	8	17	67	25
	7-12	20	3	99	0	0	0	0	0	33	33	33	0	0	0	67	33	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TAIL SKID (STINGER) INSTALL	0-6	20	2	50	50	0	0	0	0	99	0	0	0	0	0	99	0	0	X	19	5	5	11	54	26
	7-12	55	6	83	17	0	0	0	0	17	33	33	17	0	0	50	17	33							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
LANDING GEAR CROSS TUBE REMOVE	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	14	5	11	16	46	26
	7-12	63	7	71	14	14	0	0	14	14	29	29	14	0	29	14	29	29							
	13+	67	3	67	33	0	0	0	--	--	--	--	--	0	0	0	67	33							
ENGINE INTAKE BELLMOUTH REMOVE	0-6	20	1	0	0	99	0	0	0	0	0	0	99	0	0	0	0	99	X	42	0	12	12	44	32
	7-12	19	2	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
N1 POWER LEVER CONTROL TUBES REMOVE	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	35	0	7	21	54	19
	7-12	33	5	80	20	0	0	0	0	40	40	20	0	0	20	60	20	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
N1 TACHOMETER GENERATOR INSTALL	0-6	20	2	50	50	0	0	0	0	50	50	0	0	0	0	99	0	0	X	32	5	7	17	40	33
	7-12	38	5	40	40	20	0	0	0	40	20	40	0	0	20	20	40	20							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	0	33	67							

N2 TACHOMETER GENERATOR	0-6	20	2	50	0	50	0	0	0	50	50	0	0	0	0	99	0	0	*	32	3	7	17	40	33
INSTALL	7-12	25	3	33	33	33	0	0	0	33	33	33	0	0	33	33	33	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	50	50							
ENGINE ELECTRICAL HARNESS	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	*	50	5	9	17	52	17
REMOVE	7-12	31	4	75	25	0	0	0	0	0	50	25	25	0	25	75	0	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	50	50							
IGNITION UNIT (EXCITER)	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	*	44	6	13	4	48	30
OBTAIN SERVICEABLE REPLACEMENT	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
IGNITION UNIT (EXCITER)	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	*	42	6	8	20	44	24
INSTALL	7-12	13	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
IGNITER PLUGS	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	*	57	5	10	5	52	29
INSTALL	7-12	17	2	99	0	0	0	0	0	0	50	50	0	0	0	50	50	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN)	0-6	20	2	99	0	0	0	0	0	50	50	0	0	0	0	99	0	0	*	14	5	16	24	38	16
INSTALL	7-12	56	7	57	43	0	0	0	0	67	33	0	0	0	14	43	29	14							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
MAIN FUEL STRAINER (WAFER TYPE)	0-6	20	2	50	50	0	0	0	0	0	50	50	0	0	0	50	0	50	*	17	3	9	20	46	23
OBTAIN SERVICEABLE REPLACEMENT	7-12	27	3	67	33	0	0	0	33	33	33	0	0	0	33	33	0	33							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE)	0-6	20	2	0	99	0	0	0	0	50	0	50	0	0	0	50	0	50	*	28	0	16	19	48	16
DISASSEMBLE	7-12	19	3	67	33	0	0	0	0	67	33	0	0	0	33	33	33	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE)	0-6	20	2	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	*	30	3	17	20	43	17
ASSEMBLE	7-12	19	3	67	33	0	0	0	0	67	33	0	0	0	33	33	33	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
MAIN FUEL LINE STRAINER (LAST CHANCE)	0-6	20	2	50	50	0	0	0	0	50	50	0	0	0	0	99	0	0	*	29	3	7	23	40	27
OBTAIN SERVICEABLE REPLACEMENT	7-12	20	2	99	0	0	0	0	0	50	50	0	0	0	0	50	0	50							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAIN FUEL LINE STRAINER (LAST CHANCE)	0-6	20	2	50	50	0	0	0	0	50	50	0	0	0	0	99	0	0	*	30	0	7	27	37	30
REMOVE	7-12	38	5	60	40	0	0	0	20	0	40	20	20	0	20	20	20	40							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	50	50							
INTERSTAGE BLEED AIR BAND	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	*	45	8	8	25	42	17
REMOVE	7-12	13	2	50	50	0	0	0	0	50	50	0	0	0	50	50	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
ENGINE OIL LINES	0-6	20	2	0	99	0	0	0	0	50	0	50	0	0	0	0	99	0	*	34	3	10	21	48	17
PURGE	7-12	50	6	33	67	0	0	0	0	0	50	33	17	0	33	33	33	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE CHIP DETECTOR PLUG (ELECTRICAL)	0-6	20	2	50	0	50	0	0	50	0	50	0	0	0	0	99	0	0	*	20	6	8	25	39	22
INSTALL	7-12	31	5	20	60	20	0	0	0	20	60	0	20	0	40	40	20	0							
	13+	67	4	50	25	0	25	0	--	--	--	--	--	0	0	25	25	50							
ENGINE OIL COOLER	0-6	20	2	0	99	0	0	0	99	0	0	0	0	0	0	50	0	50	*	41	14	23	23	36	5
CLEAN BY PRESSURE FLUSHING	7-12	38	5	60	40	0	0	0	20	0	40	40	0	0	20	20	40	20							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE OIL COOLER	0-6	20	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	*	16	0	16	16	44	24
REMOVE	7-12	81	13	54	46	0	0	0	8	23	46	15	8	0	15	46	31	8							
	13+	83	3	67	0	33	0	0	--	--	--	--	--	0	0	67	33	0							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS: # Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					SUPERVISORS: % Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)					
				1 0 2 1-2 3 3-6 4 7-10 5 11+					1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent						0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	X ≥ 20% 0 < 20%	0	1	2	3	4	5
ENGINE (AS AN OPERATIONAL SYSTEM) ALIGN TO TRANSMISSION	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	20	16	27	38	16	3
	7-12	69	7	57	43	0	0	0	0	14	86	0	0	0	29	29	29	14							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
HYDRAULIC SYSTEM FILTERS (B&D MODELS) DISASSEMBLE	0-6	20	2	50	50	0	0	0	50	0	0	50	0	0	0	99	0	0	X	27	3	16	6	56	19
	7-12	13	2	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
HYDRAULIC SYSTEM FILTERS (B&D MODELS) REMOVE	0-6	20	2	50	50	0	0	0	50	0	0	50	0	0	0	99	0	0	X	23	0	9	9	53	29
	7-12	50	7	71	14	14	0	0	29	29	14	29	0	14	0	14	43	29							
	13+	67	3	67	33	0	0	0	--	--	--	--	--	0	0	67	0	33							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY OBTAIN SERVICEABLE REPLACEMENT	0-6	20	2	50	50	0	0	0	0	50	0	50	0	0	0	99	0	0	X	16	3	8	17	53	19
	7-12	50	7	17	67	17	0	0	17	33	50	0	0	0	33	33	17	17							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	0	50							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER RIG TO FLIGHT CONTROLS	0-6	20	2	50	50	0	0	0	0	0	50	50	0	0	50	0	50	0	X	14	8	21	39	26	5
	7-12	56	7	86	14	0	0	0	14	29	29	29	0	0	29	29	14	29							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	50	50	0	0							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER REMOVE	0-6	20	2	50	50	0	0	0	0	0	50	50	0	0	0	50	0	50	X	14	0	11	21	53	16
	7-12	69	11	82	18	0	0	0	9	36	36	18	0	0	27	36	18	18							
	13+	83	4	50	50	0	0	0	--	--	--	--	--	0	25	25	25	25							
HYDRAULIC SYSTEM CONNECTING HARDWARE OBTAIN SERVICEABLE REPLACEMENT	0-6	20	2	50	50	0	0	0	0	50	0	50	0	0	0	99	0	0	X	19	3	9	17	51	20
	7-12	25	4	25	50	25	0	0	0	50	25	0	25	0	0	50	25	25							
	13+	17	1	0	0	0	99	0	--	--	--	--	--	0	0	0	0	99							
TRANSMISSION SUMP PLUG OBTAIN SERVICEABLE REPLACEMENT	0-6	20	2	50	50	0	0	0	50	0	50	0	0	0	0	99	0	0	X	16	3	8	17	47	25
	7-12	6	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION SUMP PLUG INSTALL	0-6	20	2	50	0	50	0	0	50	0	50	0	0	0	0	99	0	0	X	13	3	5	15	47	28
	7-12	50	8	50	50	0	0	0	0	38	38	13	13	0	25	50	25	0							
	13+	50	1	99	0	0	0	0	--	--	--	--	--	0	0	0	33	67							
TRANSMISSION OIL JETS REMOVE	0-6	20	2	50	50	0	0	0	50	0	0	50	0	0	0	99	0	0	X	27	0	9	19	50	22
	7-12	19	1	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	0	50							
TRANSMISSION OIL COOLER REMOVE	0-6	20	2	50	50	0	0	0	0	50	0	50	0	0	0	0	99	0	X	16	0	11	24	41	24
	7-12	31	11	55	27	9	9	0	0	50	40	10	0	0	9	45	36	9							
	13+	50	3	99	0	0	0	0	--	--	--	--	--	0	0	67	0	33							
TRANSMISSION ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	20	2	50	0	50	0	0	0	50	0	50	0	0	0	99	0	0	X	12	3	8	21	45	24
	7-12	60	7	29	71	0	0	0	0	33	50	0	17	0	17	50	17	17							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	50	50							
TAIL ROTOR DRIVE SHAFT OBTAIN SERVICEABLE REPLACEMENT	0-6	20	2	99	0	0	0	0	0	50	50	0	0	0	0	99	0	0	X	7	3	8	23	43	25
	7-12	63	10	56	44	0	0	0	13	38	25	25	0	0	13	50	13	25							
	13+	40	2	50	0	50	0	0	--	--	--	--	--	0	0	0	0	99							

TAIL ROTOR DRIVE QUILL ASSEMBLY DISASSEMBLE FLEX COUPLING	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	0	99	0	X	36	11	21	39	21	7
	7-12	25	4	75	25	0	0	0	0	50	25	25	0	0	25	25	25	25							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
TAIL ROTOR DRIVE QUILL ASSEMBLY SERVICE FLEX COUPLING	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	0	99	0	X	29	6	13	28	41	13
	7-12	25	4	75	25	0	0	0	0	50	25	25	0	0	0	50	25	25							
	13+	20	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
INPUT DRIVE QUILL ASSEMBLY REPAIR BY REPLACING O-RINGS	0-6	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	33	17	17	23	37	7
	7-12	63	7	57	43	0	0	0	0	17	33	50	0	0	0	57	29	14							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
MAIN GENERATOR DRIVE QUILL ASSEMBLY INSTALL	0-6	20	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	24	6	24	26	29	15
	7-12	44	6	33	67	0	0	0	0	20	20	40	20	0	17	67	0	17							
	13+	33	1	0	99	0	0	0	--	--	--	--	--	0	99	0	0	0							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES ASSEMBLE	0-6	20	2	50	50	0	0	0	0	0	99	0	0	0	0	50	50	0	X	47	8	25	29	25	13
	7-12	38	6	67	33	0	0	0	0	33	50	17	0	0	0	50	33	17							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
MAIN ROTOR ASSEMBLY ASSEMBLE 540 HUB ASSEMBLY	0-6	20	2	99	0	0	0	0	0	50	0	50	0	0	0	50	50	0	X	61	29	35	18	12	6
	7-12	44	6	67	33	0	0	0	17	33	33	17	0	0	17	50	33	0							
	13+	33	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
STABILIZER BAR OBTAIN SERVICEABLE REPLACEMENT	0-6	20	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	7	3	8	18	47	24
	7-12	63	9	38	63	0	0	0	13	38	25	13	13	0	22	44	11	22							
	13+	33	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
DYNAMIC STOPS (C MODEL) REMOVE	0-6	20	1	99	0	0	0	0	0	99	0	0	0	0	0	0	99	0	X	26	0	13	31	41	16
	7-12	13	2	50	50	0	0	0	0	50	50	0	0	0	0	50	50	0							
	13+	33	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
SWASHPLATE & SUPPORT ASSEMBLY RIG TO FLIGHT CONTROLS	0-6	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	11	15	23	31	21	10
	7-12	63	7	50	50	0	0	0	17	33	33	17	0	0	33	33	17	17							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
COLLECTIVE LEVERS SERVICE (B & D MODELS ONLY)	0-6	20	1	0	99	0	0	0	0	0	99	0	0	0	0	0	99	0	X	14	0	11	35	15	19
	7-12	40	5	60	20	20	0	0	0	60	20	0	20	0	40	60	0	0							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
COLLECTIVE LEVERS OBTAIN SERVICEABLE REPLACEMENT	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	0	0	99	X	14	3	8	19	50	19
	7-12	40	5	60	40	0	0	0	0	60	20	20	0	0	40	60	0	0							
	13+	33	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
TAIL ROTOR ASSEMBLY SERVICE	0-6	20	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0	X	12	0	13	18	45	24
	7-12	53	6	33	67	0	0	0	33	17	33	0	17	0	17	50	0	33							
	13+	83	5	60	40	0	0	0	--	--	--	--	--	0	0	20	40	40							
FREE AIR TEMPERATURE INDICATOR REMOVE	0-6	20	2	50	50	0	0	0	0	0	50	0	50	0	0	0	50	50	X	26	0	13	10	48	29
	7-12	6	1	99	0	0	0	0	99	0	0	0	0	0	0	0	0	99							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
PILOT ATTITUDE INDICATOR INSTALL	0-6	20	2	99	0	0	0	0	0	50	0	50	0	0	0	50	50	0	X	32	3	10	17	53	17
	7-12	19	2	99	0	0	0	0	0	50	50	0	0	0	0	50	50	0							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	67	33	0							
GAS PRODUCER (N1) TACHOMETER INSTALL	0-6	20	2	99	0	0	0	0	0	50	0	50	0	0	0	99	0	0	X	32	7	3	23	47	20
	7-12	13	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
AIR SCOOP ASSEMBLIES INSTALL	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	0	99	0	X	35	0	14	14	54	14
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
MASTER CAUTION PANEL INSTALL	0-6	20	2	99	0	0	0	0	0	0	50	0	50	0	0	99	0	0	X	42	0	12	12	56	20
	7-12	27	2	99	0	0	0	0	0	50	50	0	0	0	0	99	0	0							
	13+	33	2	50	0	0	0	50	--	--	--	--	--	0	0	50	0	50							
NAVIGATION LIGHTS INSTALL	0-6	20	2	99	0	0	0	0	0	0	50	0	50	0	0	50	0	50	X	34	0	10	14	52	24
	7-12	19	3	99	0	0	0	0	0	67	0	0	33	0	33	33	33	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	50	50							
LANDING LIGHT ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	20	2	99	0	0	0	0	0	0	99	0	0	0	0	50	0	50	X	31	3	10	17	45	24
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
LANDING LIGHT ASSEMBLY REMOVE	0-6	20	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	30	0	13	23	43	20
	7-12	19	3	99	0	0	0	0	0	67	33	0	0	0	33	33	33	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE INDUCTION BAFFLE *OBTAIN SERVICEABLE REPLACEMENT	0-6	18	3	33	33	33	0	0	0	67	0	33	0	0	0	67	0	33	X	24	3	10	13	45	29
	7-12	24	5	80	20	0	0	0	20	60	20	0	0	0	20	40	20	20							
	13+	16	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
TAIL ROTOR CONTROL CABLES *TROUBLESHOOT	0-6	17	3	0	67	33	0	0	0	0	33	33	33	0	0	33	67	0	X	9	7	24	37	24	7
	7-12	50	15	33	47	20	0	0	7	47	20	13	13	0	14	43	36	7							
	13+	61	8	50	13	38	0	0	--	--	--	--	--	0	0	25	63	13							
MAGNETIC BRAKE ASSEMBLY *OBTAIN SERVICEABLE REPLACEMENT	0-6	17	3	99	0	0	0	0	0	0	67	33	0	0	33	33	0	33	X	11	3	8	21	49	21
	7-12	27	5	80	20	0	0	0	20	20	20	20	20	0	0	20	60	20							
	13+	26	5	40	20	40	0	0	--	--	--	--	--	0	0	0	80	20							
FUEL CONTROL UNIT *ADJUST	0-6	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	55	5	20	45	20	10
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	16	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
FUEL QUANTITY TANK UNIT *TROUBLESHOOT	0-6	17	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	30	10	27	37	23	3
	7-12	15	4	50	50	0	0	0	0	25	25	25	25	0	25	50	25	0							
	13+	16	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
HYDRAULIC SYSTEM FILTERS (B&D MODELS) *ASSEMBLE	0-6	17	2	50	50	0	0	0	50	0	0	50	0	0	50	50	0	0	X	30	6	13	13	48	19
	7-12	18	4	67	33	0	0	0	33	33	33	0	0	0	0	67	0	33							
	13+	16	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY *DISASSEMBLE	0-6	17	3	0	67	33	0	0	33	0	0	67	0	0	0	33	33	33	X	39	0	19	15	44	22
	7-12	15	5	60	20	20	0	0	20	20	40	20	0	0	0	40	40	20							
	13+	37	3	33	67	0	0	0	--	--	--	--	--	0	0	33	67	0							
TAIL ROTOR DRIVE QUILL ASSEMBLY *ASSEMBLE FLEX COUPLING	0-6	17	2	99	0	0	0	0	0	0	50	50	0	0	0	0	99	0	X	36	7	32	36	18	7
	7-12	30	7	57	43	0	0	0	0	43	29	29	0	0	0	71	14	14							
	13+	21	4	75	0	25	0	0	--	--	--	--	--	0	0	50	25	25							
ENGINE INTAKE BELLMOUTH OBTAIN SERVICEABLE REPLACEMENT	0-6	14	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	44	4	9	17	43	26
	7-12	18	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	23	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							

INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX) DISASSEMBLE	0-6	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	18	36	27	18	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
SWASHPLATE & SUPPORT ASSEMBLY ASSEMBLE	0-6	14	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	52	24	24	19	24	10
	7-12	35	4	50	25	25	0	0	0	50	25	25	0	25	25	50	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
CYCLIC CONTROL STICK REPAIR	0-6	13	1	0	99	0	0	0	0	0	0	99	0	0	0	0	99	0	X	22	17	22	53	6	3
	7-12	35	6	17	67	17	0	0	0	17	17	17	50	0	0	50	50	0							
	13+	46	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
COLLECTIVE PITCH & POWER CONTROL LEVER RIG TO COLLECTIVE CONTROLS	0-6	13	1	0	99	0	0	0	0	0	0	99	0	0	0	0	99	0	X	9	19	33	33	14	0
	7-12	35	3	33	67	0	0	0	0	0	33	33	33	0	0	67	33	0							
	13+	62	5	20	40	20	20	0	--	--	--	--	--	0	20	40	40	0							
COLLECTIVE PITCH & POWER CONTROL LEVER TROUBLESHOOT	0-6	13	1	0	99	0	0	0	0	0	0	99	0	0	0	0	99	0	X	16	16	39	32	13	0
	7-12	24	3	33	67	0	0	0	0	0	67	33	0	0	0	99	0	0							
	13+	67	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR CONTROL QUADRANT DISASSEMBLE	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	27	9	21	36	30	3
	7-12	41	6	50	33	17	0	0	0	17	50	17	17	0	0	50	50	0							
	13+	62	6	67	17	17	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR CONTROL QUADRANT ASSEMBLE	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	24	15	18	41	24	3
	7-12	41	6	50	33	17	0	0	0	17	50	17	17	0	0	50	50	0							
	13+	77	6	50	33	17	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR CONTROL QUADRANT OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	14	3	8	29	39	21
	7-12	29	4	50	25	25	0	0	0	25	25	50	0	0	0	75	25	0							
	13+	54	5	40	40	20	0	0	--	--	--	--	--	0	0	20	80	0							
TAIL ROTOR CONTROL QUADRANT INSTALL	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	16	5	11	26	50	8
	7-12	47	7	29	57	14	0	0	0	29	29	29	14	0	14	29	57	0							
	13+	69	7	57	29	14	0	0	--	--	--	--	--	0	0	43	57	0							
FORCE GRADIENT ASSEMBLIES REPAIR	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	44	12	16	44	24	4
	7-12	6	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	15	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
FORCE GRADIENT ASSEMBLIES ADJUST	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	18	6	22	50	19	3
	7-12	18	2	0	99	0	0	0	0	50	50	0	0	0	0	99	0	0							
	13+	38	3	33	67	0	0	0	--	--	--	--	--	0	0	33	67	0							
FORCE GRADIENT ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	7	3	8	28	45	18
	7-12	41	3	67	33	0	0	0	0	33	33	0	33	33	0	33	33	0							
	13+	38	4	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
FORCE GRADIENT ASSEMBLIES REMOVE	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	11	3	8	15	54	21
	7-12	41	7	57	43	0	0	0	14	43	29	0	14	14	0	29	57	0							
	13+	54	4	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
MAGNETIC BRAKE ASSEMBLY RIG TO FLIGHT CONTROLS	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	9	15	15	46	20	5
	7-12	47	6	67	33	0	0	0	17	17	17	17	33	0	0	33	67	0							
	13+	38	3	33	67	0	0	0	--	--	--	--	--	0	0	33	67	0							
MAGNETIC BRAKE ASSEMBLY TROUBLESHOOT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	17	5	26	45	19	5
	7-12	29	2	50	50	0	0	0	0	0	50	0	50	0	0	50	50	0							
	13+	39	3	33	33	33	0	0	--	--	--	--	--	0	0	33	67	0							
SHOULDER HARNESS INSTALL	0-6	13	1	99	0	0	0	0	0	99	0	0	0	0	0	0	99	0	X	9	0	2	2	54	41
	7-12	24	4	50	25	25	0	0	25	0	50	25	0	0	0	50	50	0							
	13+	45	5	60	40	0	0	0	--	--	--	--	--	0	0	60	20	20							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS															SUPERVISORS						
				# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% 0 < 70%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
INERTIA REELS OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	11	3	8	21	41	28
	7-12	12	2	50	0	50	0	0	50	0	50	0	0	0	0	50	50	0							
	13+	23	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
INERTIA REELS INSTALL	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	11	0	3	13	45	40
	7-12	24	3	33	33	33	0	0	33	0	33	33	0	0	0	67	33	0							
	13+	23	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
PILOT OR COPILOT SEAT REPAIR	0-6	13	1	0	99	0	0	0	0	0	0	99	0	0	0	0	99	0	X	28	3	9	21	55	12
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	99	0	0	0							
PILOT OR COPILOT SEAT OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	5	2	5	24	45	24
	7-12	31	3	33	33	33	0	0	0	0	50	50	0	0	0	67	0	33							
	13+	46	4	25	50	25	0	0	--	--	--	--	--	0	0	25	75	0							
JUMP SEATS OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	7	2	5	20	44	29
	7-12	29	3	67	0	0	33	0	0	0	50	0	50	0	0	33	33	33							
	13+	58	5	40	40	0	0	20	--	--	--	--	--	0	0	20	40	40							
SOUNDPROOFING OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	5	0	10	19	40	31
	7-12	29	4	67	0	33	0	0	33	0	33	0	33	0	0	0	67	33							
	13+	46	4	50	25	25	0	0	--	--	--	--	--	0	0	25	25	50							
FIRE EXTINGUISHER INSPECT FOR WEIGHT	0-6	13	1	0	99	0	0	0	99	0	0	0	0	0	0	0	99	0	X	35	0	23	33	30	13
	7-12	6	1	99	0	0	0	0	99	0	0	0	0	0	0	0	0	99							
	13+	42	3	67	0	33	0	0	--	--	--	--	--	0	0	0	50	50							
MANUAL JETTISON CONTROLS RIG SYSTEM	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	29	6	9	38	34	13
	7-12	24	2	0	99	0	0	0	50	50	0	0	0	50	0	50	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MANUAL JETTISON CONTROLS OBTAIN SERVICEABLE REPLACEMENT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	27	3	6	19	44	28
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MANUAL JETTISON CONTROLS REMOVE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	29	0	6	16	50	28
	7-12	18	2	50	50	0	0	0	50	0	50	0	0	50	0	50	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ACCESS DOORS & INSPECTION PLATES REPAIR	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	34	3	0	16	55	26
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	0	0	0	0	99	--	--	--	--	--	0	0	0	99	0							
ACCESS DOORS & INSPECTION PLATES ADJUST	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	22	0	3	11	51	34
	7-12	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	31	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
FM HOMING ANTENNA ELEMENTS REMOVE	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	50	4	4	17	48	26
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	31	3	0	99	0	0	0	--	--	--	--	--	0	0	0	67	33							

WHIP ANTENNA OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	43	4	8	12	52	24
	7-12	18	2	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	31	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
BLACKOUT CURTAINS REMOVE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	50	0	9	5	50	41
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	15	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
CARGO TIEDOWNS (RINGS) INSTALL	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	22	0	6	6	51	37
	7-12	12	1	0	0	99	0	0	0	0	0	99	0	0	0	0	99	0							
	13+	31	3	0	33	33	0	33	--	--	--	--	--	0	0	0	67	33							
CARGO SUSPENSION SYSTEM (CARGO HOOK) REPAIR	0-6	13	1	99	0	0	0	0	0	99	0	0	0	0	0	0	99	0	x	54	14	10	33	33	10
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
CARGO SUSPENSION SYSTEM (CARGO HOOK) RIG	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	x	40	11	19	30	37	4
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	31	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
CARGO SUSPENSION SYSTEM (CARGO HOOK) TEST	0-6	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	39	14	11	18	35	21
	7-12	24	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	31	2	50	50	0	0	0	--	--	--	--	--	0	0	99	0	0							
CARGO SUSPENSION SYSTEM (CARGO HOOK) TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	38	7	18	29	36	11
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
RESCUE HOIST SERVICE	0-6	13	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0	x	69	0	7	29	43	21
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE TAIL PIPE FAIRING (COWLING) OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	x	19	3	6	14	49	29
	7-12	12	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	19	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY REPAIR	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	57	11	11	58	21	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY ADJUST	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	52	10	10	43	38	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TOW RINGS REMOVE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	12	0	5	8	41	46
	7-12	24	4	75	25	0	0	0	25	0	25	0	50	0	0	0	75	25							
	13+	23	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
LANDING GEAR SKID TUBE ASSEMBLY REPAIR	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	50	5	9	23	55	9
	7-12	12	1	0	99	0	0	0	0	99	0	0	0	0	0	0	99	0							
	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ANTI-ICING INTERPRETER REMOVE	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	61	6	6	18	53	18
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE TORQUE METER BOOST PUMP TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	64	19	6	50	25	0
	7-12	6	1	0	99	0	0	0	0	0	0	0	99	0	0	99	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FUEL CONTROL UNIT PRESERVE	0-6	13	1	0	0	99	0	0	99	0	0	0	0	0	0	0	0	99	x	49	14	9	32	36	9
	7-12	12	2	0	50	50	0	0	0	50	0	0	50	0	0	50	0	50							
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	44	13	25	46	13	4
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
N1 ACCESSORY DRIVE GEAR BOX REPAIR	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	7	7	57	29	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
N1 ACCESSORY DRIVE GEAR BOX REMOVE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	11	6	11	56	17
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY REMOVE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	5	11	21	47	16
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE ELECTRICAL HARNESS OBTAIN SERVICEABLE REPLACEMENT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	51	5	10	10	50	25
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE ELECTRICAL HARNESS TEST	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	11	11	33	33	11
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
IGNITION LEAD & COIL ASSEMBLY REMOVE	0-6	13	1	99	0	0	0	0	0	99	0	0	0	0	99	0	0	0	X	53	0	15	10	45	30
	7-12	12	1	0	99	0	0	0	99	0	0	0	0	0	0	0	99	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
IGNITER PLUGS OBTAIN SERVICEABLE REPLACEMENT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	54	5	5	11	47	32
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	38	2	99	0	0	0	0	--	--	--	--	--	0	0	50	0	50							
IGNITER PLUGS REMOVE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	53	0	15	5	50	30
	7-12	12	1	0	99	0	0	0	99	0	0	0	0	0	0	0	0	99							
	13+	38	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
MAIN FUEL STRAINER (WAFER TYPE) INSTALL	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	19	3	6	20	43	29
	7-12	35	4	25	50	25	0	0	25	0	25	25	25	0	0	50	25	25							
	13+	85	8	50	38	13	0	0	--	--	--	--	--	0	0	50	50	0							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) REPAIR	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	50	9	18	23	36	14
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FUEL DIFFERENTIAL PRESSURE SWITCH TEST	0-6	13	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0	X	56	11	16	32	42	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAIN FUEL LINE CHECK VALVES INSTALL	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	28	3	6	35	29	26
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							

MAIN FUEL LINE STRAINER (LAST CHANCE) TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	40	4	23	31	31	12
	7-12	12	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	23	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
STARTING FUEL SOLENOID VALVE INSTALL	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	45	4	4	38	25	29
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
INTERSTAGE BLEED AIR ACTUATOR (L-11&13) OBTAIN SERVICEABLE REPLACEMENT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	56	5	16	21	42	16
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) TEST	0-6	13	1	0	0	99	0	0	0	0	0	99	0	0	0	0	0	99	X	58	21	21	42	16	0
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	52	23	27	32	18	0
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HOT END OF ENGINE ASSEMBLE	0-6	13	1	99	0	0	0	0	0	0	0	0	0	0	99	0	0	0	0	60	6	28	44	11	11
	7-12	12	1	0	99	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAIN FUEL MANIFOLD (L-5 THRU 11) PURGE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	64	19	0	50	31	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAIN FUEL MANIFOLD (L-13) TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	21	21	36	21	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FUEL DIVIDER & DUMP VALVE (L-13) REMOVE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	17	8	25	50	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAIN FUEL NOZZLES (L-5 THRU 11) INSTALL	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	11	11	33	33	11
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
EXHAUST THERMOCOUPLE ASSEMBLY TEST WITH JET-CAL ANALYZER	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	26	21	32	16	5
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
EXHAUST THERMOCOUPLE ASSEMBLY INSTALL	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	59	6	6	28	44	17
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE OIL PRESSURE RELIEF VALVE TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	52	14	19	33	29	5
	7-12	6	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE OIL FILTER REPAIR	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	50	9	14	18	50	9
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
ENGINE OIL TEMPERATURE BULB INSTALL	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	X	44	4	4	20	48	24
	7-12	6	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	8	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
ENGINE BEARING OIL STRAINERS REMOVE	0-6	13	1	0	0	99	0	0	0	0	0	99	0	0	0	0	0	99	X	31	0	26	13	42	19
	7-12	12	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	0	50							

Task	MECHANICS AND CREWCHIEFS: Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%)					First Performance After Award of 67N20 Duty MOS (%)					Your Proficiency In Performing Task (%)					SUPERVISORS: % Saying New 67N20 Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New 67N20 (%)					
				1 0 2 1-2 3 3-6 4 7-10 5 11+					1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					X ≥ 20% 0 < 20%	0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
OIL COOLER TURBO-BLOWER INSTALL	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	27	0	15	27	39	18
	7-12	35	5	40	60	0	0	0	0	20	40	40	0	0	20	40	40	0							
	13+	31	4	25	75	0	0	0	--	--	--	--	--	0	0	50	25	25							
ENGINE OIL COOLER OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	21	3	9	15	47	26
	7-12	35	5	25	75	0	0	0	0	0	50	0	50	0	0	75	0	25							
	13+	46	6	67	33	0	0	0	--	--	--	--	--	0	0	33	50	17							
ENGINE (AS AN OPERATIONAL SYSTEM) PACKAGE	0-6	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	36	4	25	21	39	11
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HYDRAULIC RESERVOIR INSTALL	0-6	13	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	33	3	7	17	48	24
	7-12	19	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
IRREVERSIBLE VALVES (B & D MODELS) DISASSEMBLE	0-6	13	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	0	53	14	19	43	19	5
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
IRREVERSIBLE VALVES (B & D MODELS) ASSEMBLE	0-6	13	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	0	53	14	24	33	19	10
	7-12	12	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY DISASSEMBLE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	15	30	25	25	5
	7-12	24	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	23	2	50	0	50	0	0	--	--	--	--	--	0	0	50	50	0							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY ASSEMBLE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	18	27	23	23	9
	7-12	29	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	23	2	50	0	50	0	0	--	--	--	--	--	0	0	0	99	0							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	26	12	32	26	24	6
	7-12	19	2	50	0	50	0	0	0	0	50	50	0	0	50	50	0	0							
	13+	46	4	25	75	0	0	0	--	--	--	--	--	0	0	67	33	0							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER ADJUST	0-6	13	1	0	99	0	0	0	0	0	0	99	0	0	0	0	99	0	X	33	13	27	27	27	7
	7-12	24	2	50	50	0	0	0	0	0	50	50	0	0	0	99	0	0							
	13+	31	2	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER OBTAIN SERVICEABLE REPLACEMENT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	14	3	8	19	49	22
	7-12	25	2	99	0	0	0	0	0	50	50	0	0	50	0	50	0	0							
	13+	38	4	75	25	0	0	0	--	--	--	--	--	0	0	50	50	0							
HYDRAULIC ACCUMULATOR (C MODEL) SERVICE	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	36	7	14	34	38	7
	7-12	6	1	99	0	0	0	0	0	0	0	99	0	0	99	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HYDRAULIC ACCUMULATOR (C MODEL) INSTALL	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	30	3	10	32	35	19
	7-12	12	2	99	0	0	0	0	0	0	50	50	0	0	0	50	50	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM) TEST	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	38	14	29	39	14	4
	7-12	35	3	67	33	0	0	0	0	0	67	0	33	33	0	33	33	0							
	13+	54	3	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0							
HYD PUMP & TRACH GEN DR QUILL ASSY (B&D MODELS) OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	37	4	7	19	52	19
	7-12	18	3	33	33	33	0	0	33	33	33	0	0	0	0	99	0	0							
	13+	38	3	67	33	0	0	0	--	--	--	--	--	0	0	0	99	0							
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	40	4	8	19	54	15
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION OIL COOLER THERMO VALVE INSTALL	0-6	13	1	0	99	0	0	0	0	99	0	0	0	0	0	0	99	0	X	38	4	11	21	46	18
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	23	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY REPAIR	0-6	13	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	53	5	24	19	43	10
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	31	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION OIL LEVEL SIGHT GAUGE INSTALL	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	99	0	0	0	X	40	0	19	19	37	26
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION OIL PRESSURE RELIEF VALVE TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	33	10	27	27	33	3
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION OIL JETS INSTALL	0-6	13	1	0	0	0	99	0	0	0	0	99	0	0	0	0	0	99	X	27	3	12	12	52	21
	7-12	24	2	50	0	0	50	0	0	50	50	0	0	0	0	50	50	0							
	13+	46	4	50	25	25	0	0	--	--	--	--	--	0	0	25	50	25							
TRANSMISSION OIL PUMP INSTALL	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	33	7	13	20	33	27
	7-12	12	1	99	0	0	0	0	99	0	0	0	0	0	0	0	99	0							
	13+	38	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
TRANSMISSION OIL COOLER OBTAIN SERVICEABLE REPLACEMENT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	16	3	8	19	47	22
	7-12	31	2	0	50	50	0	0	0	0	50	50	0	0	50	50	0	0							
	13+	54	3	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0							
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) REPAIR	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	0	69	14	36	29	21	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
TAIL ROTOR DRIVE SHAFT REPAIR	0-6	13	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	71	15	54	0	31	0
	7-12	6	1	0	0	99	0	0	0	0	0	99	0	0	0	99	0	0							
	13+	8	1	0	0	0	99	0	--	--	--	--	--	0	0	0	0	99							
TAIL ROTOR DRIVE QUILL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	23	3	9	15	48	26
	7-12	35	3	67	33	0	0	0	0	0	67	33	0	0	33	67	0	0							
	13+	31	3	33	33	33	0	0	--	--	--	--	--	0	0	0	67	33							
INPUT DRIVE QUILL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	99	0	X	24	3	6	28	44	19
	7-12	35	3	67	0	33	0	0	0	0	67	33	0	0	0	99	0	0							
	13+	31	2	50	0	50	0	0	--	--	--	--	--	0	0	50	0	50							
MAIN DRIVE SHAFT ASSEMBLY (SHORT SHAFT) REPAIR (MINOR)	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	42	15	31	23	23	8
	7-12	35	4	25	25	50	0	0	50	25	0	25	0	25	0	50	0	25							
	13+	23	2	50	0	0	50	0	--	--	--	--	--	0	0	50	0	50							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES CLEAN	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	0	0	99	X	27	3	13	22	50	13
	7-12	53	7	29	29	43	0	0	43	0	14	29	14	0	0	71	29	0							
	13+	69	7	50	50	0	0	0	--	--	--	--	--	0	0	67	17	17							

FREE AIR TEMPERATURE INDICATOR INSTALL	0-6	13	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	x	26	0	9	19	47	25
	7-12	18	2	99	0	0	0	0	0	0	50	0	50	0	0	0	50	50							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
TURN AND SLIP INDICATOR REMOVE	0-6	13	1	0	99	0	0	0	0	0	99	0	0	0	0	0	99	0	x	36	0	7	15	59	19
	7-12	18	2	50	50	0	0	0	0	0	99	0	0	0	0	50	0	50							
	13+	15	2	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
VERTICAL VELOCITY INDICATOR REMOVE	0-6	13	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	x	33	0	7	14	61	18
	7-12	6	1	99	0	0	0	0	99	0	0	0	0	0	0	0	99	0							
	13+	15	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
AIRSPEED INDICATOR TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	52	10	24	38	24	5
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ALTIMETER OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0	x	51	3	7	17	55	17
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
OMNI INDICATOR (CROSS POINTER) INSTALL	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	43	4	0	20	64	12
	7-12	12	1	99	0	0	0	0	0	0	0	0	99	0	0	0	0	99							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
RADIO MAGNETIC COMPASS INDICATOR REMOVE	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	x	47	4	0	22	61	13
	7-12	12	1	0	99	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
CLOCK INSTALL	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	x	29	0	3	17	53	27
	7-12	35	6	50	33	17	0	0	0	17	33	17	33	0	0	17	67	17							
	13+	38	4	75	0	0	0	25	--	--	--	--	--	0	0	25	50	25							
DUAL TACHOMETER REMOVE	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	x	29	0	10	13	53	23
	7-12	18	2	99	0	0	0	0	0	0	50	0	50	0	0	50	0	50							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
GENERATOR LOADMETER REMOVE	0-6	13	1	99	0	0	0	0	99	0	0	0	0	[illegible]	0	99	0	0	x	37	0	11	15	48	26
	7-12	12	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION & ENGINE OIL PRESSURE INDICATORS OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	36	4	7	19	44	26
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION & ENGINE OIL TEMP INDICATORS OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	36	4	7	19	44	26
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION & ENGINE OIL TEMP INDICATORS INSTALL	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	34	3	7	14	52	24
	7-12	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FUEL PRESSURE INDICATOR TEST	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	61	24	12	41	24	0
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
PITOT TUBE OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	x	21	3	6	21	48	21
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
HEATER CONTROL PANEL REMOVE	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	x	70	0	23	15	46	15
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS: # Times Performed Past Month (%) (1 - 0; 2 - 1-2; 3 - 3-6; 4 - 7-10; 5 - 11+) 1	2	3	4	5	First Performance After Award of 67N20 Duty MOS (%) (1 - 1st month; 2 - 2nd or 3rd month; 3 - 4th to 6th month; 4 - 7th to 12th month; 5 - After 12 months) 1	2	3	4	5	Your Proficiency in Performing Task (%) (1 - Poor; 2 - Fair; 3 - Good; 4 - Very Good; 5 - Excellent) 1	2	3	4	5	SUPERVISORS: % Saying New 67N20 Must Be Able To Perform At Once With Little Direction (X ≥ 20%; 0 < 20%)	Amount of Direction Required by New 67N20 (%) (0 - Not observed or task not performed; 1 - Constant direction; 2 - Much direction; 3 - Some direction; 4 - Little direction; 5 - No direction) 0	1	2	3	4	5
CABIN FLOOR REGISTERS AND DUCTS REMOVE	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	99	0	0	0	X	33	0	17	7	62	14
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
CABIN AIR VALVES OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	X	64	4	9	17	52	17
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
CABIN AIR VALVES INSTALL	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	X	40	0	16	8	60	16
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HOT AIR MIXING VALVE ASSEMBLE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	15	15	38	23	8
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HEATER BLEED AIR SELECTOR VALVE REMOVE	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	X	64	0	20	0	53	27
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FOUR WAY CONTROL VALVE SOLENOID REMOVE	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	60	0	24	0	53	24
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
DEFROSTER NOZZLES INSTALL	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	X	64	0	27	13	47	13
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
AIR SCOOP ASSEMBLIES REMOVE	0-6	13	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	36	0	11	19	52	19
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
AUXILIARY FUEL SYSTEM REPAIR	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	27	13	40	20	0
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
BATTERY (NICAD) DISASSEMBLE	0-6	13	1	0	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	68	21	0	29	36	14
	7-12	19	1	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
BATTERY (NICAD) ASSEMBLE	0-6	13	1	0	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	66	20	0	40	27	13
	7-12	20	1	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
BATTERY SUMP JAR (D MODEL) SERVICE	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	X	25	3	6	21	52	18
	7-12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
BATTERY SUMP JAR (D MODEL) REMOVE	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	X	23	0	6	21	45	27
	7-12	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							

RELAYS (PRIMARY, DC SYSTEM) REMOVE	0-6	13	1	99	0	0	0	0	0	0	0	0	0	0	0	99	0	0	X	49	0	14	23	55	7
	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
STANDBY GENERATOR (STARTER-GENERATOR) OBTAIN SERVICEABLE REPLACEMENT	0-6	13	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0	X	33	4	7	21	43	25
	7-12	12	1	99	0	0	0	0	0	0	99	0	0	0	0	0	0	99							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
OVERVOLTAGE RELAY INSTALL	0-6	11	1	99	0	0	0	0	99	0	0	0	0	0	0	0	0	99	X	44	4	8	25	46	17
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
LANDING LIGHT ASSEMBLY REPAIR	0-6	13	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0	X	57	21	16	32	21	11
	7-12	18	2	99	0	0	0	0	50	0	0	50	0	0	0	0	99	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
SEARCH LIGHT ASSEMBLY REPAIR	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	59	22	17	28	22	11
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
EXTERNAL POWER RECEPTACLE REMOVE	0-6	13	1	99	0	0	0	0	99	0	0	0	0	0	99	0	0	0	X	47	6	9	26	58	11
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FIRE WARNING LIGHT TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	52	19	14	29	29	10
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HYDRAULIC BYPASS SOLENOID VALVE TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	55	15	30	20	30	5
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
INVERTERS TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	48	13	26	35	22	4
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
28 VOLT AC TRANSFORMER TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	55	20	25	20	30	5
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
28 VOLT AC TRANSFORMER INSTALL	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	45	4	17	17	42	21
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TORQUE PRESSURE TRANSMITTER INSTALL	0-6	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	39	0	15	22	41	22
	7-12	18	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE OIL PRESSURE TRANSMITTER TROUBLESHOOT	0-6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	50	14	27	27	32	0
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
OVERHEAD CONSOLE TEST	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	64	19	19	38	25	0
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
CONTROL PANELS TEST	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	64	13	25	44	13	0
	7-12	6	1	0	99	0	0	0	0	0	0	99	0	0	0	99	0	0							
	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
ELECTRICAL SYSTEM (AS AN OPERATIONAL UNIT) TROUBLESHOOT	0-6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	56	25	30	23	20	5
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	31	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% 0 < 70%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) *REPAIR BY REPLACING O-RINGS	0-6	12	2	50	50	0	0	0	0	50	0	50	0	0	0	0	50	50	X	25	3	12	21	45	18
	7-12	27	8	63	38	0	0	0	13	25	25	25	13	0	13	38	38	13							
	13+	47	7	86	14	0	0	0	--	--	--	--	--	0	0	43	43	14							
COLLECTIVE PITCH CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	0-6	11	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	9	5	8	28	35	25
	7-12	40	5	50	25	25	0	0	20	60	20	0	0	0	20	40	20	20							
	13+	33	2	50	0	50	0	0	--	--	--	--	--	0	0	99	0	0							
TAIL ROTOR PITCH CONTROL MECHANISM TROUBLESHOOT	0-6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	13	5	31	44	21	0
	7-12	38	5	60	0	0	20	20	20	0	40	20	20	0	20	60	20	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
FORCE GRADIENT ASSEMBLIES DISASSEMBLE	0-6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	16	10	3	52	28	7
	7-12	13	2	99	0	0	0	0	0	99	0	0	0	0	50	0	0	50							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FORCE GRADIENT ASSEMBLIES ASSEMBLE	0-6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	33	7	13	47	27	7
	7-12	6	1	99	0	0	0	0	0	99	0	0	0	0	0	0	99	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FORCE GRADIENT ASSEMBLIES RIG TO FLIGHT CONTROLS	0-6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	9	10	20	50	18	3
	7-12	19	3	99	0	0	0	0	0	33	67	0	0	0	67	0	33	0							
	13+	50	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
INERTIA REELS *TEST	0-6	11	2	0	0	50	50	0	0	0	0	50	50	0	0	0	50	50	X	21	8	8	30	32	22
	7-12	21	3	67	0	33	0	0	33	33	33	0	0	0	0	33	33	33							
	13+	21	3	99	0	0	0	0	--	--	--	--	--	0	0	33	33	33							
PILOT OR COPILOT SEAT *SERVICE	0-6	11	2	0	99	0	0	0	0	50	0	50	0	0	0	0	99	0	X	7	0	5	12	44	39
	7-12	25	6	50	0	33	17	0	50	17	33	0	0	0	17	17	33	33							
	13+	42	5	60	40	0	0	0	--	--	--	--	--	0	0	60	40	0							
FIRST AID KITS OBTAIN SERVICEABLE REPLACEMENT	0-6	11	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	9	8	5	21	48	18
	7-12	25	3	33	67	0	0	0	33	33	0	33	0	0	0	33	33	33							
	13+	50	3	99	0	0	0	0	--	--	--	--	--	0	0	0	67	33							
ENGINE COWLING DISASSEMBLE	0-6	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	16	0	3	16	50	32
	7-12	36	5	40	20	0	20	20	60	40	0	0	0	0	20	40	0	40							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
ENGINE COWLING ASSEMBLE	0-6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	20	0	6	11	53	31
	7-12	50	6	33	17	17	17	17	50	17	33	0	0	0	17	33	17	33							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
WORK PLATFORM (ENGINE & XMSN DECK) REMOVE	0-6	11	1	0	99	0	0	0	99	0	0	0	0	0	0	99	0	0	X	43	4	8	19	50	19
	7-12	38	6	50	50	0	0	0	0	17	50	17	17	0	33	33	33	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR DRIVE SHAFT COVERS REPAIR	0-6	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	52	9	5	18	45	23
	7-12	27	3	99	0	0	0	0	0	33	33	33	0	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

N1 POWER LEVER CONTROL TUBES *RIG TO THROTTLE (TWIST GRIP)	0-6	11	1	0	99	0	0	0	0	0	0	0	99	0	0	99	0	0	*	36	11	36	39	7	7
	7-12	24	5	80	20	0	0	0	0	40	40	0	20	0	20	60	20	0							
	13+	32	3	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0							
ANTI-COLLISION LIGHT *DISASSEMBLE	0-6	11	2	99	0	0	0	0	0	0	0	50	50	0	0	0	50	50	*	47	13	9	30	39	9
	7-12	12	4	99	0	0	0	0	25	25	50	0	0	0	0	0	75	25							
	13+	11	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
COLLECTIVE PITCH & POWER CONTROL LEVER RIG TO N1 - N2 CONTROLS	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	16	26	39	29	5	0
	7-12	31	2	0	99	0	0	0	0	50	50	0	0	0	99	0	0	0							
	13+	67	3	67	33	0	0	0	--	--	--	--	--	0	67	0	0	33							
T/R CONTROL PEDAL & ADJUSTER ASSEMBLY TROUBLESHOOT	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	14	8	29	34	26	3
	7-12	44	5	25	75	0	0	0	25	50	25	0	0	0	0	75	25	0							
	13+	50	3	33	33	0	33	0	--	--	--	--	--	0	33	67	0	0							
TAIL ROTOR CONTROL TUBES TROUBLESHOOT	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	11	15	18	43	23	1
	7-12	38	3	33	33	33	0	0	33	0	33	33	0	0	0	50	50	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	50	0	50	0							
TAIL ROTOR CONTROL PULLEYS OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	0	0	99	0	*	12	3	8	26	39	[illegible]
	7-12	56	7	60	40	0	0	0	0	67	33	0	0	0	20	40	0	40							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
SHOULDER HARNESS REMOVE	0-6	10	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0	*	9	0	3	4	48	44
	7-12	25	4	50	50	0	0	0	0	50	25	25	0	0	25	25	50	0							
	13+	50	3	33	67	0	0	0	--	--	--	--	--	0	0	0	67	33							
INERTIA REELS REMOVE	0-6	10	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0	*	11	0	3	10	45	41
	7-12	31	5	80	20	0	0	0	20	20	40	20	0	0	20	20	40	20							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
JUMP SEATS DISASSEMBLE	0-6	10	1	0	99	0	0	0	99	0	0	0	0	0	0	0	0	99	*	16	0	3	5	46	46
	7-12	44	7	57	29	0	0	14	43	29	0	14	14	0	14	29	14	43							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
TROOP SEATS DISASSEMBLE	0-6	10	1	0	99	0	0	0	99	0	0	0	0	0	0	0	99	0	*	14	0	3	4	42	47
	7-12	25	4	50	25	0	0	25	50	25	0	0	25	0	0	50	25	25							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
ELECTRICAL JETTISON CONTROLS REMOVE	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	42	0	8	35	42	15
	7-12	13	2	99	0	0	0	0	0	50	50	0	0	0	0	50	50	0							
	13+	17	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MANUAL JETTISON CONTROLS TEST	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	*	30	6	13	22	41	19
	7-12	31	4	50	25	0	0	25	25	25	25	0	25	0	0	25	25	50							
	13+	50	2	50	50	0	0	0	--	--	--	--	--	0	0	0	50	50							
MANUAL JETTISON CONTROLS INSTALL	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	29	3	3	22	47	25
	7-12	31	4	99	0	0	0	0	25	25	50	0	0	0	0	50	25	25							
	13+	33	2	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
CARGO DOOR DISASSEMBLE	0-6	10	1	0	99	0	0	0	0	99	0	0	0	0	0	0	99	0	*	31	0	6	13	61	19
	7-12	20	2	50	50	0	0	0	0	0	0	0	99	0	99	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
CARGO DOOR ASSEMBLE	0-6	10	1	0	99	0	0	0	0	99	0	0	0	0	0	0	99	0	*	29	3	9	14	50	19
	7-12	20	2	50	50	0	0	0	0	0	0	0	99	0	99	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FM HOMING ANTENNA ELEMENTS INSTALL	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	99	0	0	0	*	49	8	0	21	46	25
	7-12	13	1	0	0	99	0	0	99	0	0	0	0	0	0	99	0	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							

				MECHANICS AND CREWCHIEFS																SUPERVISORS						
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% 0 < 70%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
BLACKOUT CURTAINS INSTALL	0-6	10	1	99	0	0	0	0	99	0	0	0	0	0	0	99	0	0	x	49	0	4	13	48	35
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
LITTER SUPPORTS INSTALL	0-6	10	1	0	0	99	0	0	0	0	0	0	99	0	0	0	0	99	x	43	0	8	8	50	35
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
CARGO SUSPENSION SYSTEM (CARGO HOOK) OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	99	0	0	0	x	32	3	7	13	50	27
	7-12	7	1	99	0	0	0	0	99	0	0	0	0	0	0	0	0	99							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
GROUND HANDLING WHEELS REPAIR	0-6	10	1	0	99	0	0	0	0	99	0	0	0	0	0	0	99	0	x	43	16	8	36	36	4
	7-12	25	3	67	33	0	0	0	33	33	33	0	0	0	33	0	33	33							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
ENGINE INTAKE SCREEN (BIRD CAGE) REPAIR	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	42	4	12	28	36	20
	7-12	20	2	0	99	0	0	0	0	99	0	0	0	0	0	50	0	50							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
NI POWER LEVER CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	99	0	0	0	x	37	4	11	11	56	19
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
FUEL CONTROL UNIT CLEAN FUEL STRAINERS	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	x	27	0	16	25	38	22
	7-12	25	4	50	50	0	0	0	25	25	0	25	25	0	25	50	0	25							
	13+	50	3	67	0	0	0	33	--	--	--	--	--	0	0	67	0	33							
FUEL CONTROL UNIT REPAIR BY REPLACING FILTER & O-RINGS	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	x	38	8	8	31	42	12
	7-12	25	3	67	0	0	0	33	0	33	33	0	33	0	0	67	33	0							
	13+	50	3	99	0	0	0	0	--	--	--	--	--	0	0	0	67	33							
FUEL CONTROL UNIT OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	x	36	4	7	19	56	15
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
POWER TURBINE GOVERNOR CAMBOX OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	x	43	4	13	13	54	17
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
POWER TURBINE GOVERNOR CAMBOX REMOVE	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	x	41	0	12	15	46	27
	7-12	13	1	0	0	99	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FUEL CONTROL DRIVE PAD SEAL REMOVE	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	0	63	6	6	25	53	13
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
STARTER DRIVE PAD SEAL (GARLOC) OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	x	51	5	10	10	55	20
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

STARTER DRIVE PAD SEAL (GARLOC) INSTALL	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	10	10	29	38	14
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
IGNITION LEAD & COIL ASSEMBLY INSTALL	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	52	0	14	10	48	29
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
MAIN FUEL FILTER ASSEMBLY (ELEC IND TYPE) TROUBLESHOOT	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	32	3	30	23	33	10
	7-12	7	1	0	99	0	0	0	0	99	0	0	0	0	99	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FUEL DIFFERENTIAL PRESSURE SWITCH OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0	x	40	4	4	19	50	23
	7-12	6	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FUEL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	x	36	4	4	22	48	22
	7-12	13	2	50	50	0	0	0	0	0	99	0	0	0	50	50	0	0							
	13+	33	2	50	0	50	0	0	--	--	--	--	--	0	0	50	0	50							
FUEL PRESSURE TRANSMITTER REMOVE	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	x	37	0	7	15	52	26
	7-12	19	2	50	50	0	0	0	0	0	99	0	0	0	50	50	0	0							
	13+	33	2	0	50	50	0	0	--	--	--	--	--	0	0	50	0	50							
FUEL SHUT-OFF VALVE REMOVE	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	35	0	7	21	36	36
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
INTERSTAGE BLEED AIR ACTUATOR (L-11513) TEST	0-6	10	1	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0	x	60	17	39	39	6	5
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
INTERSTAGE BLEED AIR ACTUATOR (L-11513) INSTALL	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	x	56	5	25	30	35	5
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
STARTING FUEL MANIFOLD INSTALL	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	x	50	6	11	33	39	11
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
STARTING FUEL NOZZLES INSTALL	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	x	57	10	0	30	45	15
	7-12	13	1	99	0	0	0	0	0	0	99	0	0	0	0	0	99	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE EXHAUST TAIL PIPE OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	x	47	4	13	17	43	22
	7-12	7	1	99	0	0	0	0	0	99	0	0	0	0	0	0	99	0							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
ENGINE OIL SHUT-OFF VALVE (PSC MODELS) INSTALL	0-6	10	1	0	99	0	0	0	99	0	0	0	0	0	0	0	99	0	x	31	3	10	16	45	26
	7-12	13	2	0	99	0	0	0	0	0	50	50	0	0	50	50	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE OIL PUMP REMOVE	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	44	4	8	23	44	16
	7-12	19	2	50	50	0	0	0	0	0	99	0	0	0	50	50	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE OIL FILTER TROUBLESHOOT	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	x	30	3	23	29	32	13
	7-12	17	3	33	67	0	0	0	0	0	67	33	0	0	33	0	67	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE OIL TEMPERATURE BULB OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0	x	44	4	6	17	55	25
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							

Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	MECHANICS AND CREWCHIEFS															SUPERVISORS						
				# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
ENGINE OIL TEMPERATURE BULB REMOVE	0-6	10	1	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0	X	45	0	8	17	50	25
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
ENGINE BEARING OIL STRAINERS INSTALL	0-6	10	1	0	99	0	0	0	99	0	0	0	0	0	0	99	0	0	X	30	6	19	11	44	19
	7-12	6	1	0	0	99	0	0	0	0	0	0	99	0	99	0	0	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	0	50							
ENGINE (AS AN OPERATIONAL SYSTEM) PRESERVE	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	34	10	24	31	24	10
	7-12	20	3	0	67	0	33	0	0	0	99	0	0	0	33	33	33	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
HYDRAULIC PRESSURE RELIEF VALVE INSTALL	0-6	10	1	0	99	0	0	0	0	0	0	0	99	0	0	0	99	0	X	36	7	11	25	36	21
	7-12	19	3	33	67	0	0	0	0	0	50	0	50	0	33	0	33	33							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY ADJUST	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	34	14	31	21	28	7
	7-12	47	7	50	50	0	0	0	0	50	33	17	0	0	17	50	0	33							
	13+	67	3	33	67	0	0	0	--	--	--	--	--	0	0	99	0	0							
HYDRAULIC ACCUMULATOR (C MODEL) REMOVE	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	30	0	10	35	35	19
	7-12	7	1	0	99	0	0	0	0	0	99	0	0	0	99	0	0	0							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	0							
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM) TROUBLESHOOT	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	31	16	29	42	13	0
	7-12	13	2	50	50	0	0	0	0	0	99	0	0	0	50	0	50	0							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	99	0	0	0							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY ASSEMBLE	0-6	10	1	0	99	0	0	0	99	0	0	0	0	0	0	99	0	0	X	43	4	20	12	44	20
	7-12	25	4	33	33	33	0	0	25	25	25	25	0	0	0	25	50	25							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
TRANSMISSION PRIMARY OIL FILTER ASSEMBLY REMOVE	0-6	10	1	0	99	0	0	0	99	0	0	0	0	0	0	99	0	0	X	36	0	7	25	39	29
	7-12	44	5	25	50	25	0	0	20	40	20	20	0	0	0	40	40	20							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	50	50							
TRANSMISSION OIL PUMP REMOVE	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	34	0	14	24	34	28
	7-12	31	3	33	67	0	0	0	0	33	67	0	0	0	33	67	0	0							
	13+	50	2	50	50	0	0	0	--	--	--	--	--	0	50	0	0	50							
TRANSMISSION MAGNETIC SUMP PLUG OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	12	3	8	22	42	25
	7-12	25	4	50	50	0	0	0	0	50	25	25	0	0	25	25	50	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION MAGNETIC SUMP PLUG INSTALL	0-6	10	1	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0	X	11	5	8	15	49	23
	7-12	63	10	70	30	0	0	0	0	30	40	20	10	0	20	40	20	20							
	13+	40	2	50	50	0	0	0	--	--	--	--	--	0	0	0	0	99							
TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	16	3	8	19	44	25
	7-12	50	6	67	33	0	0	0	17	33	17	17	17	0	17	17	33	33							
	13+	17	1	0	0	99	0	0	--	--	--	--	--	0	99	0	0	0							

TRANSMISSION CHIP DETECTOR PLUG (ELECTRICAL) REMOVE	0-6	10	1	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0	X	14	3	5	21	45	25
	7-12	75	11	73	18	9	0	0	9	27	36	9	18	0	18	27	27	27							
	13+	83	5	80	0	20	0	0	--	--	--	--	--	0	40	40	0	20							
TRANSMISSION LIFT LINK OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	12	3	8	18	42	29
	7-12	19	3	33	67	0	0	0	33	33	33	0	0	0	33	33	33	0							
	13+	25	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
MAIN GENERATOR DRIVE QUILL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	30	3	10	23	45	19
	7-12	13	2	0	99	0	0	0	0	0	50	50	0	0	0	99	0	0							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	99	0	0	0							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES REPAIR	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	13	33	27	27	0
	7-12	19	3	67	33	0	0	0	0	0	99	0	0	0	0	33	33	33							
	13+	0	0	0	0	0	0	0	-	--	--	--	--	0	0	0	0	0							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES TROUBLESHOOT	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	25	12	18	33	30	6
	7-12	13	2	50	50	0	0	0	0	0	99	0	0	0	0	50	50	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
STABILIZER BAR DAMPERS PACKAGE	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	9	0	13	18	51	17
	7-12	31	5	50	50	0	0	0	25	0	50	25	0	0	0	50	0	50							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
DYNAMIC STOPS (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	26	3	10	19	48	19
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
SCISSORS AND SLEEVE ASSEMBLY TROUBLESHOOT	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	23	15	18	42	18	5
	7-12	25	2	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
SCISSORS AND SLEEVE ASSEMBLY PACKAGE	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	16	0	17	14	53	17
	7-12	40	5	75	25	0	0	0	0	50	25	25	0	0	0	50	0	50							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
SCISSORS AND SLEEVE ASSEMBLY ALIGN (B & D MODELS ONLY)	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	14	16	24	30	22	4
	7-12	27	2	0	99	0	0	0	0	50	50	0	0	0	0	99	0	0							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
SWASHPLATE & SUPPORT ASSEMBLY DISASSEMBLE	0-6	10	1	0	99	0	0	0	0	0	0	0	99	0	0	0	99	0	X	52	19	33	14	24	10
	7-12	13	[illegible]	50	50	0	0	0	0	50	0	0	50	0	50	50	0	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
SWASHPLATE & SUPPORT ASSEMBLY REPAIR	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	50	27	23	23	14	14
	7-12	[illegible]	1	0	99	0	0	0	0	0	0	99	0	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
SWASHPLATE & SUPPORT ASSEMBLY PACKAGE	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	14	3	11	16	51	19
	7-12	20	3	33	67	0	0	0	33	33	33	0	0	0	0	33	0	67							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
ANTI-DRIVE LINK ASSEMBLY (C MODEL ONLY) INSTALL	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	0	99	0	X	20	6	17	25	36	17
	7-12	13	2	99	0	0	0	0	0	0	99	0	0	0	0	50	50	0							
	13+	50	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR ASSEMBLY DISASSEMBLE HUB ASSEMBLY	0-6	10	1	99	0	0	0	0	0	0	0	0	99	0	0	0	0	99	X	64	13	31	31	19	6
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
COPILOT ATTITUDE INDICATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	33	6	7	14	61	14
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
COPILOT ATTITUDE INDICATOR REMOVE	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	35	0	7	14	61	18
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	33	2	50	0	50	0	0	--	--	--	--	--	0	0	50	50	0							
TURN AND SLIP INDICATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	34	4	7	15	59	15
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
TURN AND SLIP INDICATOR INSTALL	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	35	4	7	14	57	18
	7-12	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
VERTICAL VELOCITY INDICATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	32	4	7	14	61	14
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	50	50							
VERTICAL VELOCITY INDICATOR INSTALL	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	33	3	7	14	59	17
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	50	50							
AIRSPEED INDICATOR OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	33	4	7	14	57	18
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	50	50							
AIRSPEED INDICATOR REMOVE	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	33	0	7	14	59	21
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	50	50							
ALTIMETER INSTALL	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	30	3	6	16	55	19
	7-12	19	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
RADIO MAGNETIC COMPASS INDICATOR INSTALL	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	45	4	0	21	63	13
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
DUAL TACHOMETER TROUBLESHOOT	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	49	18	18	27	32	5
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
DUAL TACHOMETER INSTALL	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	28	3	6	19	48	23
	7-12	25	3	99	0	0	0	0	0	33	0	33	33	0	0	33	33	33							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
DC VOLTMETER INSTALL	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	36	4	7	18	46	25
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
AC VOLTMETER INSTALL	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	36	4	7	14	50	25
	7-12	6	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

TRANSMISSION & ENGINE OIL PRESSURE INDICATORS INSTALL	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	34	3	7	14	52	24
	7-12	13	2	99	0	0	0	0	50	0	0	0	50	0	0	0	50	50							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
TRANSMISSION & ENGINE OIL TEMP INDICATORS REMOVE	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	35	0	7	18	50	25
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
EXHAUST TEMPERATURE INDICATOR INSTALL	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	27	3	6	16	53	22
	7-12	38	5	80	20	0	0	0	0	40	0	20	40	0	20	40	20	20							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FUEL PRESSURE INDICATOR REMOVE	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	35	0	7	18	50	25
	7-12	31	4	50	50	0	0	0	25	75	0	0	0	0	0	50	50	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FUEL QUANTITY INDICATOR TEST	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	0	60	24	12	41	18	[illegible]
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	33	2	50	0	0	0	50	--	--	--	--	--	0	0	0	50	50							
FUEL QUANTITY INDICATOR TROUBLESHOOT	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	50	18	27	23	27	5
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FUEL QUANTITY INDICATOR INSTALL	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	32	7	3	17	50	23
	7-12	25	2	50	50	0	0	0	0	99	0	0	0	0	0	50	50	0							
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	0	50	50							
CABIN FLOOR REGISTERS AND DUCTS INSTALL	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	36	0	19	7	63	11
	7-12	13	1	0	99	0	0	0	0	99	0	0	0	0	99	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
CABIN AIR VALVES REMOVE	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	40	0	12	15	54	19
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FIRE DETECTOR SYSTEM OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	29	3	7	21	45	24
	7-12	6	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FIRE DETECTOR SYSTEM REMOVE	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	31	0	21	10	48	21
	7-12	25	4	99	0	0	0	0	25	50	0	0	25	0	0	25	0	75							
	13+	50	3	99	0	0	0	0	--	--	--	--	--	33	33	0	0	33							
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES INSTALL	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	19	3	14	14	51	17
	7-12	38	5	80	20	0	0	0	20	20	20	40	0	0	20	20	20	40							
	13+	50	3	99	0	0	0	0	--	--	--	--	--	0	33	0	33	33							
AUXILIARY FUEL SYSTEM OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	62	6	6	25	50	13
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
AUXILIARY FUEL SYSTEM REMOVE	0-6	10	1	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	60	0	24	29	35	12
	7-12	6	1	0	99	0	0	0	0	0	0	0	99	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MASTER CAUTION PANEL OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	45	9	4	4	52	30
	7-12	13	2	99	0	0	0	0	0	50	50	0	0	0	0	99	0	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	50	50							
MASTER CAUTION PANEL TROUBLESHOOT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	50	27	23	23	23	5
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	50	3	67	0	0	0	33	--	--	--	--	--	0	0	0	67	33							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Performance After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency in Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
BATTERY (NICAD) SERVICE	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	35	0	21	25	36	18
	7-12	6	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
MAIN GENERATOR (ON TRANSMISSION) OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	21	3	6	24	45	21
	7-12	6	1	0	99	0	0	0	0	0	99	0	0	0	99	0	0	0							
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	0	67	33							
STANDBY GENERATOR (STARTER-GENERATOR) INSTALL	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	31	3	16	23	39	19
	7-12	25	3	99	0	0	0	0	0	33	33	33	0	0	67	33	0	0							
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
TRANSMISSION SIGHT GAUGE LIGHT INSTALL	0-6	10	1	99	0	0	0	0	0	99	0	0	0	0	0	0	99	0	X	32	0	7	23	50	20
	7-12	6	1	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
INTERIOR LIGHTS REMOVE	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	35	0	7	18	50	25
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
NAVIGATION LIGHTS TROUBLESHOOT	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	42	8	20	32	32	8
	7-12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
ANTI-COLLISION LIGHT REMOVE	0-6	10	1	0	99	0	0	0	0	0	0	0	99	0	0	0	0	99	X	30	3	7	17	53	20
	7-12	56	8	88	13	0	0	0	0	38	13	38	13	0	25	38	0	38							
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	50	50							
SEARCH LIGHT ASSEMBLY INSTALL	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	34	0	14	24	45	17
	7-12	25	4	25	75	0	0	0	0	50	50	0	0	0	25	50	0	25							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
HYDRAULIC BYPASS SOLENOID VALVE REMOVE	0-6	10	1	0	99	0	0	0	0	99	0	0	0	0	0	0	99	0	X	48	0	17	17	43	22
	7-12	19	2	99	0	0	0	0	0	50	0	50	0	0	50	50	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
INVERTERS REMOVE	0-6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	37	0	11	19	52	19
	7-12	19	3	99	0	0	0	0	0	67	33	0	0	0	0	33	67	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HYDRAULIC PRESSURE WARNING SWITCH REMOVE	0-6	10	1	0	99	0	0	0	0	0	0	0	99	0	0	0	0	99	X	40	4	12	19	46	19
	7-12	13	2	99	0	0	0	0	0	50	0	0	50	0	50	50	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION OIL PRESSURE TRANSMITTER REMOVE	0-6	10	1	0	99	0	0	0	0	0	0	99	0	0	0	0	0	99	X	35	0	11	18	46	25
	7-12	13	1	0	99	0	0	0	0	99	0	0	0	0	99	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
CONTROL PANELS OBTAIN SERVICEABLE REPLACEMENT	0-6	10	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	44	8	8	17	50	17
	7-12	6	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0							
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							

Appendix I

DS/GS LEVEL: MAINTENANCE TASKS PERFORMED BY THE 7-12 MONTHS EXPERIENCE GROUP BUT NOT BY THE 0-6 MONTHS GROUP

Appendix I is the DS/GS counterpart of Appendix C.

	MECHANICS AND CREWCHIEFS																			SUPERVISORS						
Task	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1: 0 2: 1-2 3: 3-6 4: 7-10 5: 11+					First Performance After Award of 67N20 Duty MOS (%) 1: 1st month 2: 2nd or 3rd month 3: 4th to 6th month 4: 7th to 12th month 5: After 12 months					Your Proficiency In Performing Task (%) 1: Poor 2: Fair 3: Good 4: Very Good 5: Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0: Not observed or task not performed 1: Constant direction 2: Much direction 3: Some direction 4: Little direction 5: No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TAIL ROTOR CONTROL TUBES RIG TO TAIL ROTOR CONTROLS	7-12	81	11	27	55	18	0	0	10	20	30	10	30	0	33	33	33	0	X	7	16	26	40	19	0
	13+	50	3	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0							
HYD PUMP & TACH GEN OR QUILL ASSY (B&D MODELS) INSTALL	7-12	60	7	57	43	0	0	0	14	43	14	14	14	0	14	29	43	14	X	34	10	10	23	43	13
	13+	33	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
T/R DRIVE SHAFT HANGER BEARING ASSEMBLIES SERVICE	7-12	47	5	20	40	40	0	0	0	20	20	40	20	0	0	60	40	0	X	27	0	16	39	29	19
	13+	54	5	60	40	0	0	0	--	--	--	--	--	0	0	80	20	0							
PITOT TUBE REMOVE	7-12	44	6	83	17	0	0	0	17	50	17	0	17	0	33	50	17	0	X	21	0	12	15	59	15
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
HYD PUMP & TACH GEN OR QUILL ASSY (B&D MODELS) REPAIR BY REPLACING O-RINGS	7-12	40	5	60	40	0	0	0	20	20	20	20	20	0	20	40	20	20	X	39	7	30	19	33	11
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
TAIL ROTOR GEAR BOX (90 DEG. GEAR BOX) TROUBLESHOOT	7-12	38	3	50	50	0	0	0	50	50	0	0	0	0	0	99	0	0	X	23	9	24	32	32	3
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TAIL ROTOR ASSEMBLY TROUBLESHOOT	7-12	38	6	60	40	0	0	0	0	50	50	0	0	0	0	80	0	20	X	16	11	28	25	33	3
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	0							
CYCLIC & COLLECTIVE HYD CYL & SERVO VALVE ASSY REPAIR	7-12	33	4	67	33	0	0	0	0	33	33	33	0	0	33	33	0	33	0	56	20	40	10	25	5
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
COLLECTIVE PITCH & POWER CONTROL LEVER ASSEMBLE	7-12	31	4	25	25	25	25	0	25	25	25	25	0	0	25	75	0	0	X	15	13	23	49	13	3
	13+	50	1	0	99	0	0	0	--	--	--	--	--	0	0	99	0	0							
COLLECTIVE PITCH & POWER CONTROL LEVER OBTAIN SERVICEABLE REPLACEMENT	7-12	31	4	33	33	33	0	0	25	25	25	25	0	0	25	50	0	25	X	7	5	7	24	37	27
	13+	50	2	50	0	50	0	0	--	--	--	--	--	0	0	50	50	0							
TAIL ROTOR CONTROL QUADRANT REPAIR	7-12	31	4	50	50	0	0	0	0	50	0	25	25	0	50	25	25	0	X	41	19	11	37	30	4
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TAIL ROTOR PITCH CONTROL MECHANISM REPAIR	7-12	31	3	67	0	0	33	0	0	33	33	0	33	0	33	67	0	0	X	35	10	7	63	17	3
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MANUAL JETTISON CONTROLS REPAIR	7-12	31	4	99	0	0	0	0	0	75	25	0	0	0	0	50	25	25	X	35	7	7	30	37	20
	13+	33	2	50	50	0	0	0	--	--	--	--	--	0	0	50	50	0							
FUEL BOOST PUMPS (ELECTRIC & AIR DRIVEN) TROUBLESHOOT	7-12	31	4	25	75	0	0	0	0	75	25	0	0	0	25	75	0	0	X	26	9	22	38	28	3
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) INSTALL	7-12	31	4	75	25	0	0	0	25	25	50	0	0	0	0	75	25	0	X	36	7	11	21	50	11
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES REMOVE	7-12	31	4	75	25	0	0	0	0	50	25	25	0	0	0	75	0	25	X	26	0	16	10	55	19
	13+	20	1	99	0	0	0	0	--	--	--	--	--	0	99	0	0	0							
TAIL BOOM REPAIR	7-12	29	3	67	33	0	0	0	0	33	67	0	0	0	0	99	0	0	X	51	9	5	41	36	9
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							

MAIN FUEL STRAINER (WAFER TYPE) DISASSEMBLE	7-12 13+	29 77	4 6	25 50	50 33	25 17	0 0	0 0	25 --	0 --	25 --	25 --	25 --	0 0	0 0	50 50	50 50	0 0	X	21	3	12	21	44	21
MAIN FUEL STRAINER (WAFER TYPE) ASSEMBLE	7-12 13+	29 69	4 5	25 40	50 40	25 20	0 0	0 0	25 --	0 --	25 --	25 --	25 --	0 0	0 0	50 40	50 60	0 0	X	23	0	18	21	39	21
COLLECTIVE PITCH & POWER CONTROL LEVER DISASSEMBLE	7-12 13+	25 67	3 3	33 67	0 0	67 33	0 0	0 0	33 --	33 --	0 --	33 --	0 --	0 0	0 0	99 99	0 0	0 0	X	24	14	17	46	20	3
WINDSHIELDS & CHIN BUBBLES REPAIR	7-12 13+	25 33	3 2	33 99	67 0	0 0	0 0	0 0	33 --	0 --	33 --	33 --	0 --	0 0	33 0	33 50	33 0	0 50	X	43	7	7	44	30	11
ENGINE CHIP DETECTOR PLUG (ELECTRICAL) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	25 23	3 2	0 0	33 99	67 0	0 0	0 0	0 --	0 --	33 --	33 --	33 --	0 0	0 0	99 0	0 50	0 50	X	23	0	9	21	45	24
HYDRAULIC RESERVOIR REMOVE	7-12 13+	25 17	3 1	33 0	67 99	0 0	0 0	0 0	0 --	33 --	33 --	33 --	0 --	0 0	0 0	67 0	33 0	0 99	X	32	0	13	13	50	33
IRREVERSIBLE VALVES (B & D MODELS) REPAIR	7-12 13+	25 0	2 0	50 0	50 0	0 0	0 0	0 0	0 --	99 --	0 --	0 --	0 --	0 0	0 0	99 0	0 0	0 0	0	58	16	26	26	26	5
TAIL ROTOR CONTROL HYDRAULIC CYLINDER DISASSEMBLE	7-12 13+	25 0	3 0	33 0	67 0	0 0	0 0	0 0	33 --	33 --	33 --	0 --	0 --	0 0	67 0	0 0	33 0	0 0	0	60	17	33	22	17	11
TRANSMISSION ASSEMBLY REPAIR	7-12 13+	25 0	3 0	0 0	99 0	0 0	0 0	0 0	0 --	33 --	33 --	33 --	0 --	0 0	0 0	67 0	0 0	33 0	0	62	18	29	24	24	6
MAIN ROTOR ASSEMBLY ADJUST 44° ROTOR COUNTERWEIGHTS	7-12 13+	25 50	4 2	50 50	50 0	0 0	0 0	0 50	0 --	75 --	25 --	0 --	0 --	0 0	0 0	99 0	0 99	0 0	X	40	15	23	38	19	4
TAIL ROTOR ASSEMBLY PACKAGE	7-12 13+	25 0	4 0	25 0	75 0	0 0	0 0	0 0	25 --	50 --	0 --	0 --	25 --	0 0	0 0	50 0	0 0	50 0	X	16	0	14	14	56	17
ANTI-COLLISION LIGHT OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	25 33	3 2	99 99	0 0	0 0	0 0	0 0	0 --	67 --	0 --	33 --	0 --	0 0	0 50	33 0	0 50	67 0	X	33	4	7	18	43	29
FIRST AID KITS INSPECT FOR CONTENTS OF UNSEALED POCKET	7-12 13+	24 42	4 4	50 25	0 0	50 50	0 0	0 25	50 --	25 --	25 --	0 --	0 --	0 0	25 0	0 25	0 25	75 50	X	31	6	3	32	42	16
FUEL PRESSURE TRANSMITTER INSTALL	7-12 13+	24 38	2 1	0 99	99 0	0 0	0 0	0 0	0 --	50 --	50 --	0 --	0 --	0 0	0 0	99 99	0 0	0 0	X	37	4	4	19	52	22
OIL COOLER TURBO-BLOWER OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	24 23	2 3	50 33	50 67	0 0	0 0	0 0	0 --	0 --	50 --	50 --	0 --	0 0	0 0	99 33	0 33	0 33	X	28	3	10	23	45	19
PILOT ATTITUDE INDICATOR OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	24 23	2 2	99 50	0 0	0 50	0 0	0 0	0 --	0 --	50 --	50 --	0 --	0 0	0 0	50 50	0 0	50 50	X	33	4	4	19	61	14
HYDRAULIC PUMP (C MODEL) TROUBLESHOOT	7-12 13+	20 20	3 0	33 0	67 0	0 0	0 0	0 0	33 --	67 --	0 --	0 --	0 --	0 0	0 0	67 0	33 0	0 0	X	34	14	31	14	41	0
MANUAL JETTISON CONTROLS TROUBLESHOOT	7-12 13+	19 17	1 0	99 0	0 0	0 0	0 0	0 0	0 --	99 --	0 --	0 --	0 --	0 0	0 0	0 0	0 0	99 0	X	28	3	24	18	39	15
ENGINE TAIL PIPE FAIRING (COWLING) REPAIR	7-12 13+	19 0	2 0	50 0	50 0	0 0	0 0	0 0	0 --	99 --	0 --	0 --	0 --	0 0	50 0	50 0	0 0	0 0	X	51	9	14	27	32	18
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY SERVICE	7-12 13+	19 33	3 1	33 99	33 0	33 0	0 0	0 0	33 --	33 --	33 --	0 --	0 --	0 0	0 0	0 99	67 0	33 0	X	19	6	3	29	29	34
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY INSTALL	7-12 13+	19 17	2 1	99 99	0 0	0 0	0 0	0 0	0 --	0 --	99 --	0 --	0 --	0 0	50 0	0 99	50 0	0 0	X	32	7	7	17	43	27

Task	MECHANICS AND CREWCHIEFS																		SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Performance After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
POWER TURBINE GOVERNOR CAMBOX RIG TO N2 SYSTEM	7-12	19	2	99	0	0	0	0	0	50	50	0	0	0	50	50	0	0	X	51	19	33	29	19	0
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	50	50	0	0							
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR RIG TO N2 SYSTEM	7-12	19	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	X	41	19	19	46	15	0
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	50	0	50	0							
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR REMOVE	7-12	19	1	99	0	0	0	0	0	0	0	0	0	0	0	0	0	99	X	40	4	4	12	46	35
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	0	50	50							
HOT END OF ENGINE REMOVE	7-12	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	60	6	11	50	22	11
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HYDRAULIC RESERVOIR OBTAIN SERVICEABLE REPLACEMENT	7-12	19	3	33	67	0	0	0	0	33	33	33	0	0	0	67	33	0	X	30	3	10	17	47	23
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER ASSEMBLE	7-12	19	2	50	50	0	0	0	50	0	50	0	0	0	50	0	50	0	0	62	24	29	19	18	12
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	99	0	0	0							
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM) PURGE	7-12	19	1	0	99	0	0	0	0	0	99	0	0	0	99	0	0	0	X	32	10	17	43	27	3
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
HYDRAULIC PUMP DRIVE QUILL ASSEMBLY (C MODEL) REPAIR BY REPLACING O-RINGS	7-12	19	3	67	33	0	0	0	33	33	33	0	0	0	0	99	0	0	X	40	7	33	19	33	7
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
TRANSMISSION OIL TEMP THERMO-SWITCH INSTALL	7-12	19	3	33	67	0	0	0	0	99	0	0	0	0	0	33	33	33	X	34	3	7	10	52	28
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION OIL JETS REPAIR BY REPLACING O-RINGS	7-12	19	1	0	99	0	0	0	0	99	0	0	0	0	0	99	0	0	X	30	3	16	19	42	19
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	0	50							
TRANSMISSION OIL PUMP REPAIR BY REPLACING O-RINGS	7-12	19	2	0	99	0	0	0	0	50	50	0	0	0	0	99	0	0	X	39	7	19	26	30	19
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
SWASHPLATE & SUPPORT ASSEMBLY TROUBLESHOOT	7-12	19	2	0	99	0	0	0	0	0	99	0	0	0	0	99	0	0	X	21	15	21	35	24	6
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
EXHAUST TEMPERATURE INDICATOR TROUBLESHOOT	7-12	19	2	99	0	0	0	0	0	0	0	0	99	0	50	0	0	50	X	48	22	22	30	26	0
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FIRE DETECTOR SYSTEM DISASSEMBLE	7-12	19	3	99	0	0	0	0	0	33	33	0	33	0	0	67	0	33	X	55	16	16	37	26	5
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
FIRE DETECTOR SYSTEM ASSEMBLE	7-12	19	3	99	0	0	0	0	0	33	33	0	33	0	0	67	0	33	X	52	15	20	30	30	5
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
WORK PLATFORM (ENGINE & XMSN DECK) INSTALL	7-12	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	46	4	12	16	48	20
	13+	23	2	50	50	0	[illegible]	0	--	--	--	--	--	0	0	0	50	50							
IGNITION UNIT (EXCITER) REMOVE	7-12	18	2	50	50	0	0	0	50	0	0	0	50	0	0	0	99	0	X	43	0	13	17	42	29
	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

ENGINE MAGNETIC PLUG	7-12	15	2	0	50	50	0	0	0	0	0	0	99	0	0	99	0	0	*	16	3	11	19	62	25
OBTAIN SERVICEABLE REPLACEMENT	13+	23	2	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM)	7-12	18	1	99	0	0	0	0	0	0	0	0	99	0	0	0	99	0	*	39	4	37	[illegible]	19	7
ASSEMBLE	13+	15	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TAIL ROTOR ASSEMBLY	7-12	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	17	33	28	11	11
BALANCE	13+	8	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
ENGINE OIL PRESSURE TRANSMITTER	7-12	18	2	99	0	0	0	0	50	50	0	0	0	0	0	50	50	0	*	16	9	11	25	63	21
INSTALL	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
EXHAUST THERMOCOUPLE ASSEMBLY	7-12	15	2	50	50	0	0	0	0	0	99	0	0	0	0	50	50	0	*	59	11	6	22	65	17
REMOVE	13+	5	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
CYCLIC CONTROL TUBES	7-12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	17	13	6	28	36	17
REPAIR	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
WINDOWS	7-12	13	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	*	67	17	0	38	33	13
REPAIR	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY	7-12	13	1	99	0	0	0	0	99	0	0	0	0	0	0	0	0	99	*	37	11	11	40	37	11
TROUBLESHOOT	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ENGINE TORQUE METER BOOST PUMP	7-12	13	2	99	0	0	0	0	0	99	0	0	0	0	50	0	0	50	*	65	0	20	7	40	33
REMOVE	13+	13	2	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR	7-12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	18	4	8	12	[illegible]	23
OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	99	0							
N2 POWER TURBINE SPEED GOVERNOR	7-12	13	1	99	0	0	0	0	0	0	99	0	0	0	99	0	0	0	*	68	22	26	39	13	0
RIG TO N2 SYSTEM	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
FUEL DIFFERENTIAL PRESSURE SWITCH	7-12	13	2	50	50	0	0	0	0	0	50	50	0	0	0	99	0	0	*	61	0	8	23	46	23
REMOVE	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L959A)	7-12	13	1	0	99	0	0	0	0	0	99	0	0	0	99	0	0	0	*	56	5	10	40	35	10
REMOVE	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
HOT END OF ENGINE	7-12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	6	28	44	11	11
DISASSEMBLE	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
COMBUSTION CHAMBER DRAIN VALVE	7-12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	56	0	29	25	40	15
INSTALL	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
ENGINE CHIP DETECTOR PLUG (ELECTRICAL)	7-12	13	2	50	0	0	0	50	0	50	0	0	50	0	50	50	0	0	*	30	7	14	15	36	7
TEST	13+	13	2	50	0	0	50	0	--	--	--	--	--	0	0	50	50	0							
ENGINE CHIP DETECTOR PLUG (ELECTRICAL)	7-12	13	2	50	50	0	0	0	0	50	50	0	0	0	50	0	50	0	*	15	1	28	31	31	7
TROUBLESHOOT	13+	13	2	50	0	0	50	0	--	--	--	--	--	0	0	0	50	50							
HYDRAULIC PRESSURE RELIEF VALVE	7-12	13	2	50	50	0	0	0	0	0	99	0	0	0	50	0	0	50	*	37	4	7	26	41	22
OBTAIN SERVICEABLE REPLACEMENT	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HYDRAULIC RESERVOIR	7-12	13	2	0	99	0	0	0	0	0	0	50	50	0	0	50	50	0	*	65	13	29	38	25	0
REPAIR PRESSURIZED TO MODEL)	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HYDRAULIC RESERVOIR	7-12	13	2	0	99	0	0	0	0	0	50	50	0	0	0	50	50	0	*	55	15	10	35	40	0
BLEED PRESSURIZED TO MODEL)	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
HYDRAULIC RESERVOIR	7-12	13	1	0	99	0	0	0	0	0	99	0	0	0	0	0	0	99	*	52	26	19	29	23	0
TROUBLESHOOT PRESSURIZED TO MODEL)	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							

Task	MECHANICS AND CREWCHIEFS																			SUPERVISORS					
	Months of Unit Member and Experience	Percent Perform-ing in Accord-ing	Number of 67N20 Perform-ing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					First Proficiency After Award of 67N20 Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 70% 0 < 70%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
HYDRAULIC PUMP (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	7-12	13	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	21	3	9	21	50	18
	13+	33	3	67	33	0	0	0	--	--	--	--	--	0	0	0	99	0							
HYDRAULIC SYSTEM (AS AN OPERATIONAL SYSTEM) DISASSEMBLE	7-12	13	1	0	99	0	0	0	0	0	99	0	0	0	99	0	0	0	X	19	6	19	44	22	11
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
TRANSMISSION EXTERNAL OIL FILTER REPAIR	7-12	13	2	0	99	0	0	0	0	0	50	0	50	0	99	0	0	0	X	44	4	20	24	40	12
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
TRANSMISSION OIL COOLER THERMO VALVE REMOVE	7-12	13	2	99	0	0	0	0	0	99	0	0	0	0	50	50	0	0	X	39	0	11	22	50	17
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION OIL TEMPERATURE THERMO-BULB REMOVE	7-12	13	2	50	50	0	0	0	0	99	0	0	0	0	0	50	50	0	X	39	0	11	19	44	26
	13+	17	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
TRANSMISSION OIL PUMP SCREEN INSTALL	7-12	13	2	0	50	50	0	0	0	0	50	0	50	0	50	50	0	0	X	33	3	17	3	67	10
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION OIL PRESSURE RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT	7-12	13	2	50	50	0	0	0	0	0	99	0	0	0	0	50	0	50	X	26	3	6	22	44	25
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION OIL PRESSURE RELIEF VALVE REMOVE	7-12	13	2	50	50	0	0	0	0	0	99	0	0	0	0	50	0	50	X	27	0	9	22	44	25
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAIN ROTOR MAST ASSEMBLY REPAIR	7-12	1	2	0	99	0	0	0	0	50	50	0	0	0	0	99	0	0	X	62	24	12	35	24	6
	13+	33	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
MAIN ROTOR ASSEMBLY REPAIR HUB ASSEMBLY	7-12	13	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	66	27	27	13	27	7
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
COLLECTIVE LEVERS REPAIR	7-12	13	3	0	67	33	0	0	0	33	33	33	0	0	33	67	0	0	X	50	26	22	26	22	4
	13+	16	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
STANDBY COMPASS REMOVE	7-12	13	2	50	50	0	0	0	0	0	0	99	0	0	0	0	99	[illegible]	X	40	0	8	19	50	13
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
CLOCK OBTAIN SERVICEABLE REPLACEMENT	7-12	13	2	50	50	0	0	0	0	0	50	50	0	0	0	0	50	50	X	29	3	15	20	53	11
	13+	8	1	0	0	99	0	0	--	--	--	--	--	0	0	0	0	99							
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES REPAIR	7-12	13	1	99	0	0	0	0	0	0	0	99	0	0	0	0	0	99	X	58	17	17	33	28	6
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	0	99							
VOLTAGE REGULATOR REMOVE	7-12	13	2	99	0	0	0	0	0	0	50	50	0	0	0	50	50	0	X	35	0	11	14	50	25
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
TRANSMISSION SIGHT GAUGE LIGHT REPAIR	7-12	13	1	99	0	0	0	0	0	0	0	0	99	0	0	99	0	0	X	55	5	20	25	40	10
	13+	17	1	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
ANTI-COLLISION LIGHT REPAIR	7-12	13	1	99	0	0	0	0	0	99	0	0	0	0	0	0	99	0	X	52	19	14	24	29	14
	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							

SEARCH LIGHT ASSEMBLY TROUBLESHOOT	7-12 13+	13 0	2 0	50 0	50 0	0 0	0 0	0 0	0 --	0 --	99 --	0 --	0 --	0 0	0 0	0 0	0 0	99 0	#	48	13	26	30	22	9
FIRE WARNING LIGHT REMOVE	7-12 13+	13 0	2 0	99 0	0 0	0 0	0 0	0 0	0 --	50 --	50 --	0 --	0 --	0 0	0 0	99 0	0 0	0 0	#	44	6	19	17	42	25
RHEOSTATS OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	13 0	1 0	99 0	0 0	0 0	0 0	0 0	0 --	99 --	0 --	0 --	0 --	0 0	0 0	99 0	0 0	0 0	#	53	8	6	21	38	29
ELECTRICAL SYSTEM (AS AN OPERATIONAL UNIT) TEST	7-12 13+	13 0	2 0	50 0	50 0	0 0	0 0	0 0	0 --	0 --	99 --	0 --	0 --	0 0	0 0	99 0	0 0	0 0	#	59	22	28	33	11	6
COLLECTIVE PITCH & POWER CONTROL LEVER REPAIR	7-12 13+	12 25	2 1	99 0	0 99	0 0	0 0	0 0	0 --	0 --	50 --	0 --	50 --	0 0	0 0	50 0	50 99	0 0	#	26	12	35	32	18	3
WORK PLATFORM (ENGINE & XMSN DECK) OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 8	0 0	0 0	0 0	0 0	0 0	0 0	0 --	0 --	0 --	0 --	0 --	0 0	0 0	0 0	0 0	0 0	#	49	5	9	23	50	14
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) INSTALL	7-12 13+	12 8	1 0	99 0	0 0	0 0	0 0	0 0	0 --	0 --	0 --	0 --	99 --	0 0	0 0	0 0	99 0	0 0	#	63	7	20	47	27	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) ADJUST	7-12 13+	12 8	0 0	0 0	0 0	0 0	0 0	0 0	0 --	0 --	0 --	0 --	0 --	0 0	0 0	0 0	0 0	0 0	#	67	14	21	43	21	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) INSTALL	7-12 13+	12 8	0 0	0 0	0 0	0 0	0 0	0 0	0 --	0 --	0 --	0 --	0 --	0 0	0 0	0 0	0 0	0 0	0	74	0	18	27	55	0
N1 POWER LEVER CONTROL TUBES TROUBLESHOOT SYSTEM	7-12 13+	12 15	1 0	99 0	0 0	0 0	0 0	0 0	0 --	0 --	99 --	0 --	0 --	0 0	0 0	99 0	0 0	0 0	#	37	11	30	41	15	4
N2 POWER LEVER CONTROL TUBES OBTAIN SERVICEABLE REPLACEMENT	7-12 13+	12 15	0 0	0 0	0 0	0 0	0 0	0 0	0 --	0 --	0 --	0 --	0 --	0 0	0 0	0 0	0 0	0 0	#	40	4	8	20	48	20
N2 POWER TURBINE SPEED GOVERNOR REMOVE	7-12 13+	12 15	1 0	0 0	99 0	0 0	0 0	0 0	0 --	0 --	0 --	99 --	0 --	0 0	0 0	99 0	0 0	0 0	#	46	0	13	13	48	26
FUEL DIFFERENTIAL PRESSURE SWITCH INSTALL	7-12 13+	12 15	1 0	0 0	99 0	0 0	0 0	0 0	0 --	0 --	0 --	0 --	99 --	0 0	0 0	99 0	0 0	0 0	#	41	4	4	27	42	23
INTERSTAGE BLEED AIR ACTUATOR (L-11C13) REMOVE	7-12 13+	12 31	1 0	0 0	99 0	0 0	0 0	0 0	99 --	0 --	0 --	0 --	0 --	0 0	0 0	0 0	99 0	0 0	#	56	5	30	25	35	5
STARTING FUEL MANIFOLD REMOVE	7-12 13+	12 8	1 1	0 99	99 0	0 0	0 0	0 0	99 --	0 --	0 --	0 --	0 --	0 0	0 0	0 99	99 0	0 0	#	60	6	11	33	39	11
COMBUSTION CHAMBER DRAIN VALVE REMOVE	7-12 13+	12 0	1 0	0 0	99 0	0 0	0 0	0 0	99 --	0 --	0 --	0 --	0 --	0 0	0 0	0 0	99 0	0 0	#	57	0	16	21	47	16
ENGINE OIL PUMP ADJUST PRESSURE RELIEF VALVE	7-12 13+	12 0	1 0	0 0	99 0	0 0	0 0	0 0	99 --	0 --	0 --	0 --	0 --	0 0	0 0	99 0	0 0	0 0	#	55	4	29	42	21	4
ENGINE OIL PUMP INSTALL	7-12 13+	12 15	1 0	0 0	99 0	0 0	0 0	0 0	99 --	0 --	0 --	0 --	0 --	0 0	0 0	0 0	99 0	0 0	#	63	4	15	23	42	15
ENGINE OIL PRESSURE RELIEF VALVE INSTALL	7-12 13+	12 8	0 0	0 0	0 0	0 0	0 0	0 0	0 --	0 --	0 --	0 --	0 --	0 0	0 0	0 0	0 0	0 0	#	48	6	8	33	38	17
ENGINE OIL TEMPERATURE BULB TROUBLESHOOT	7-12 13+	12 0	2 0	0 0	99 0	0 0	0 0	0 0	0 --	0 --	50 --	50 --	0 --	0 0	0 0	99 0	0 0	0 0	#	55	5	20	30	40	5
HYDRAULIC RESERVOIR DISASSEMBLE (PRESSURIZED TO MODEL)	7-12 13+	12 0	0 0	0 0	0 0	0 0	0 0	0 0	0 --	0 --	0 --	0 --	0 --	0 0	0 0	0 0	0 0	0 0	#	57	11	26	42	21	0

	MECHANICS AND CREWCHIEFS																		SUPERVISORS						
	Months [illegible]	Percent Performing or Assisting	Number of E/N/Ds Performing Task	# Times Performed Past Month (%) 1: 0 2: 1-2 3: 3-6 4: 7-10 5: 11+					First Performance After Award of E/N/D Duty MOS (%) 1: 1st month 2: 2nd to 3rd month 3: 4th to 6th month 4: 7th to 12th month 5: After 12 months					Your Proficiency In Performing Task (%) 1: Poor 2: Fair 3: Good 4: Very Good 5: Excellent					% Saying New E/N/D Must Be Able To Perform At Once With Little Direction X ≥ 25% 0 < 25%	Amount of Direction Required by New E/N/D (%) 0: Not observed or task not performed 1: Constant direction 2: Much direction 3: Some direction 4: Little direction 5: No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
HYDRAULIC RESERVOIR	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	59	11	28	33	28	0
ASSEMBLE PRESSURIZED (O MODEL)	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TAIL ROTOR CONTROL HYDRAULIC CYLINDER	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	18	41	12	18	12
REPAIR	13+	15	2	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
TRANSMISSION OIL PRESSURE RELIEF VALVE	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	23	3	6	22	44	25
INSTALL	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TRANSMISSION OIL JETS	7-12	12	1	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	28	3	6	17	45	26
OBTAIN SERVICEABLE REPLACEMENT	13+	31	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
TRANSMISSION OIL PUMP	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	35	4	11	21	36	29
OBTAIN SERVICEABLE REPLACEMENT	13+	23	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
TAIL ROTOR DRIVE QUILL ASSEMBLY	7-12	12	1	0	99	0	0	0	0	0	0	99	0	0	0	99	0	0	X	63	22	28	17	33	0
REPAIR	13+	8	1	0	99	0	0	0	--	--	--	--	--	0	0	0	0	99							
DYNAMIC STOPS (C MODEL)	7-12	12	1	0	99	0	0	0	0	0	0	99	0	0	0	99	0	0	X	26	3	13	19	53	13
PACKAGE	13+	8	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
PITOT STATIC SYSTEM	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	45	17	21	33	29	0
TROUBLESHOOT	13+	8	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
MAIN GENERATOR (ON TRANSMISSION)	7-12	12	2	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0	X	44	16	28	40	8	8
TROUBLESHOOT	13+	17	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
RPM LIMIT WARNING SYSTEM	7-12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	12	41	29	12	6
TEST	13+	15	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							

Appendix J

DS/GS LEVEL: MAINTENANCE TASKS PERFORMED BY THE 13+ MONTHS EXPERIENCE GROUP BUT NOT BY GROUPS WITH LESS EXPERIENCE

Appendix J is the DS/GS counterpart of Appendix D.

Task	MECHANICS AND CREWCHIEFS														SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					Your Proficiency In Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 75% 0 < 75%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
WINDSHIELD WIPER BLADE & ARM ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	13+	50	3	99	0	0	0	0	0	33	0	33	33	X	20	3	9	21	45	21
SHOULDER HARNESS OBTAIN SERVICEABLE REPLACEMENT	13+	38	4	75	25	0	0	0	0	0	50	25	25	X	9	3	5	15	50	28
TROOP SEATS REPAIR	13+	38	3	99	0	0	0	0	0	0	67	0	33	X	28	3	0	15	42	39
MAIN FUEL STRAINER (WAFER TYPE) TROUBLESHOOT	13+	38	3	67	33	0	0	0	0	0	50	50	0	X	23	12	12	32	32	12
N2 POWER LEVER CONTROL TUBES RIG TO COLLECTIVE PITCH LEVER	13+	33	2	50	50	0	0	0	0	0	50	50	0	X	41	12	38	35	15	0
N2 POWER LEVER CONTROL TUBES INSTALL	13+	33	2	50	50	0	0	0	0	0	50	50	0	X	39	4	7	48	22	19
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY INSTALL	13+	33	2	99	0	0	0	0	0	0	0	50	50	0	53	10	5	25	40	20
CLOCK ADJUST	13+	33	2	99	0	0	0	0	0	0	50	0	50	X	62	6	6	38	44	6
WINDSHIELD WIPER MOTOR & CONVERTER ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	13+	33	2	99	0	0	0	0	0	50	0	50	0	X	29	3	7	21	52	17
NAVIGATION LIGHT FLASHER INSTALL	13+	33	2	99	0	0	0	0	0	0	0	50	50	X	36	0	11	18	50	21
JUMP SEATS REPAIR	13+	31	3	33	0	67	0	0	0	0	67	0	33	X	28	0	3	12	52	33
ICE DETECTOR ASSEMBLY REMOVE	13+	31	3	99	0	0	0	0	0	0	33	67	0	X	50	0	18	9	59	14
ELECTRICAL JETTISON CONTROLS INSTALL	13+	23	1	99	0	0	0	0	0	0	0	0	99	X	42	4	4	38	42	12
CARGO TIEDOWNS (RINGS) OBTAIN SERVICEABLE REPLACEMENT	13+	23	2	0	0	50	0	50	0	0	0	50	50	X	27	3	6	6	53	31
POWER TURBINE GOVERNOR CAMBOX ASSEMBLE	13+	23	1	99	0	0	0	0	0	0	99	0	0	X	57	11	16	32	37	5
POWER TURBINE GOVERNOR CAMBOX SERVICE	13+	23	1	0	0	0	0	0	0	0	99	0	0	X	45	4	8	33	42	13
ENGINE OIL SHUT-OFF VALVE (BEC MODELS) REMOVE	13+	23	3	33	67	0	0	0	0	0	67	33	0	X	32	3	7	23	40	27

TRANSMISSION SIGHT GAUGE LIGHT OBTAIN SERVICEABLE REPLACEMENT	13*	23	2	99	0	0	0	0	0	0	0	99	0	x	33	0	11	18	46	25
TRANSMISSION SIGHT GAUGE LIGHT REMOVE	13*	23	2	99	0	0	0	0	0	0	0	99	0	x	33	0	7	21	52	21
POWER TURBINE GOVERNOR CAMBOX *TROUBLESHOOT	13*	21	2	0	99	0	0	0	0	50	50	0	0	x	51	14	33	29	24	0
TRANSMISSION OIL LEVEL SIGHT GAUGE REMOVE	13*	20	1	99	0	0	0	0	0	0	99	0	0	x	41	0	15	19	38	27
FM HOMING ANTENNA ELEMENTS OBTAIN SERVICEABLE REPLACEMENT	13*	17	1	0	99	0	0	0	0	0	0	99	0	x	54	0	9	17	48	25
ICE DETECTOR ASSEMBLY INSTALL	13*	17	1	99	0	0	0	0	0	0	99	0	0	x	50	5	14	9	59	14
ANTI-ICING INTERPRETER TROUBLESHOOT	13*	17	1	99	0	0	0	0	0	0	99	0	0	0	66	13	13	40	33	0
ANTI-ICING AIR VALVE REMOVE	13*	17	1	99	0	0	0	0	0	0	99	0	0	x	56	0	5	26	47	21
ENGINE TORQUE METER BOOST PUMP OBTAIN SERVICEABLE REPLACEMENT	13*	17	1	99	0	0	0	0	0	0	0	99	0	x	67	7	7	14	43	29
FUEL CONTROL UNIT TROUBLESHOOT	13*	17	1	0	0	0	0	99	0	0	99	0	0	x	65	8	42	21	29	0
N2 POWER TURBINE SPEED GOVERNOR INSTALL	13*	17	1	99	0	0	0	0	0	0	0	99	0	x	48	4	9	26	39	22
N1 ACCESSORY DRIVE GEAR BOX INSTALL	13*	17	1	99	0	0	0	0	0	0	0	99	0	0	57	11	5	21	47	16
ENGINE ELECTRICAL HARNESS TROUBLESHOOT	13*	17	1	0	99	0	0	0	99	0	0	0	0	x	56	11	16	26	42	5
IGNITION LEAD & COIL ASSEMBLY TROUBLESHOOT	13*	17	1	99	0	0	0	0	0	0	0	99	0	x	55	11	11	32	47	0
FUEL THERMAL RELIEF VALVE REMOVE	13*	17	1	99	0	0	0	0	0	0	0	99	0	x	40	0	12	27	38	23
STARTING FUEL SOLENOID VALVE FILTER REMOVE	13*	17	1	99	0	0	0	0	0	0	0	99	0	x	37	0	11	11	48	30
STARTING FUEL SOLENOID VALVE REMOVE	13*	17	1	99	0	0	0	0	0	0	0	99	0	x	47	0	9	30	30	30
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L149A) ADJUST	13*	17	1	99	0	0	0	0	0	0	99	0	0	x	56	15	30	40	15	0
INTERSTAGE BLEED AIR CONTROL VALVE (L11&13) REMOVE	13*	17	1	99	0	0	0	0	0	0	99	0	0	x	51	9	9	41	32	9
INTERSTAGE BLEED AIR BAND ADJUST	13*	17	1	99	0	0	0	0	0	0	99	0	0	x	47	21	17	42	13	8
ENGINE OIL PRESSURE SWITCH REMOVE	13*	17	1	0	99	0	0	0	0	0	0	0	99	x	41	4	4	19	50	23

Task	MECHANICS AND CREWCHIEFS Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+ 1	2	3	4	5	Your Proficiency in Performing Task (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent 1	2	3	4	5	SUPERVISORS % Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction 0	1	2	3	4	5
ENGINE OIL PRESSURE TRANSMITTER REMOVE	13+	17	1	99	0	0	0	0	0	0	99	0	0	X	43	0	8	16	52	24
ENGINE (AS AN OPERATIONAL SYSTEM) OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	0	99	0	0	0	0	0	0	99	0	X	33	3	14	17	38	28
HYDRAULIC PRESSURE RELIEF VALVE TEST	13+	17	1	0	0	0	0	99	0	0	99	0	0	0	58	16	32	26	21	5
HYDRAULIC SYSTEM CONNECTING HARDWARE FABRICATE	13+	17	1	99	0	0	0	0	0	0	0	0	99	0	69	14	21	43	21	0
HYDRAULIC ACCUMULATOR (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	99	0	0	0	0	0	0	0	0	99	X	33	3	7	24	55	10
TRANSMISSION OIL TEMPERATURE THERMO-BULB OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	99	0	0	0	0	0	0	0	0	99	X	40	4	12	15	46	23
MAIN ROTOR ASSEMBLY REPAIR BLADES	13+	17	1	99	0	0	0	0	0	0	0	99	0	0	61	24	29	24	18	6
PILOT ATTITUDE INDICATOR TROUBLESHOOT	13+	17	1	0	99	0	0	0	0	0	99	0	0	X	55	20	20	30	25	5
ALTIMETER ADJUST	13+	17	1	0	0	0	0	99	0	0	0	0	99	X	66	20	20	67	13	0
TORQUE METER INDICATOR TROUBLESHOOT	13+	17	1	0	99	0	0	0	0	99	0	0	0	X	68	17	17	39	22	4
FUEL PRESSURE INDICATOR OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	99	0	0	0	0	0	0	0	99	0	X	36	4	7	19	44	26
HEATER CONTROL PANEL INSTALL	13+	17	1	99	0	0	0	0	0	0	99	0	0	X	71	0	25	25	42	8
AIR SCOOP ASSEMBLIES OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	99	0	0	0	0	0	0	99	0	0	X	37	4	4	23	50	19
UNIVERSAL PYLON (EXTERNAL STORES) INSTALL	13+	17	1	99	0	0	0	0	0	0	0	0	99	X	48	4	4	30	43	17
BATTERY SUMP JAR (D MODEL) OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	99	0	0	0	0	0	99	0	0	0	X	24	3	9	19	47	22
INTERIOR LIGHTS OBTAIN SERVICEABLE REPLACEMENT	13+	17	1	99	0	0	0	0	0	0	0	0	99	X	36	4	7	19	44	26
NAVIGATION LIGHTS REPAIR	13+	17	1	99	0	0	0	0	0	0	0	0	99	X	51	14	14	14	43	14

NAVIGATION LIGHT FLASHER TROUBLESHOOT	13*	17	1	99	0	0	0	0	0	0	0	99	0	x	48	13	10	17	35	4
LANDING LIGHT ASSEMBLY DISASSEMBLE	13*	17	1	99	0	0	0	0	0	0	0	99	0	x	57	16	11	21	42	11
LANDING LIGHT ASSEMBLY ASSEMBLE	13*	17	1	99	0	0	0	0	0	0	0	99	0	x	57	21	5	26	37	11
SEARCH LIGHT ASSEMBLY DISASSEMBLE	13*	17	1	0	99	0	0	0	0	0	0	99	0	x	59	11	17	22	39	11
SEARCH LIGHT ASSEMBLY ASSEMBLE	13*	17	1	0	99	0	0	0	0	0	0	99	0	x	57	17	11	33	28	11
EXTERNAL POWER RECEPTACLE INSTALL	13*	17	1	0	99	0	0	0	0	0	0	99	0	x	45	4	8	25	50	13
ENGINE OIL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	13*	17	1	0	99	0	0	0	0	0	0	99	0	x	18	4	4	19	46	27
ENGINE OIL PRESSURE TRANSMITTER REMOVE	13*	17	1	0	51	0	0	0	0	0	0	49	0	x	17	0	11	22	44	22
OVERHEAD CONSOLE REPAIR	13*	17	1	99	0	0	0	0	0	0	0	0	99	0	68	21	7	36	36	0
ELECTRICAL JETTISON CONTROLS *TEST	13*	16	1	99	0	0	0	0	0	0	0	0	99	x	47	12	12	49	20	8
ANTI-ICING INTERPRETER *INSTALL	13*	16	1	99	0	0	0	0	0	0	99	0	0	x	61	12	0	18	53	18
POWER TURBINE GOVERNOR GEARBOX *DISASSEMBLE	13*	16	1	99	0	0	0	0	0	0	99	0	0	x	59	11	17	28	39	6
STARTING FUEL SOLENOID VALVE FILTER *INSTALL	13*	16	1	99	0	0	0	0	0	0	0	99	0	x	36	4	7	18	46	25
NAVIGATION LIGHT FLASHER *OBTAIN SERVICEABLE REPLACEMENT	13*	16	2	99	0	0	0	0	0	0	0	53	50	x	36	4	11	15	41	30
ICE DETECTOR ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	13*	15	1	99	0	0	0	0	0	0	0	99	0	x	50	5	10	19	43	24
FUEL CONTROL UNIT PURGE	13*	15	0	0	0	0	0	0	0	0	0	0	0	x	44	3	13	25	46	8
FUEL SHUT-OFF VALVE INSTALL	13*	15	0	0	0	0	0	0	0	0	0	0	0	x	34	3	3	21	41	31
FUEL THERMAL RELIEF VALVE INSTALL	13*	15	0	0	0	0	0	0	0	0	0	0	0	x	39	4	7	27	43	19
INTERSTAGE BLEED AIR BAND INSTALL	13*	15	0	0	0	0	0	0	0	0	0	0	0	x	45	4	13	25	31	17
HYDRAULIC PRESSURE RELIEF VALVE REMOVE	13*	15	1	99	0	0	0	0	0	0	99	0	0	x	36	4	11	25	36	25
TRANSMISSION OIL TEMP THERMO SWITCH REMOVE	13*	15	0	0	0	0	0	0	0	0	0	0	0	x	36	0	10	14	48	28

Task	MECHANICS AND CREWCHIEFS														SUPERVISORS						
	Months of UH-1 Maintenance Experience	Percent Performing or Assisting	Number of 67N20s Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11+					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% O < 20%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
TRANSMISSION OIL LEVEL SIGHT GAUGE OBTAIN SERVICEABLE REPLACEMENT	13+	15	0	0	0	0	0	0	0	0	0	0	0	X	42	4	12	16	44	24
INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX) ASSEMBLE	13+	15	0	0	0	0	0	0	0	0	0	0	0	0	76	18	27	36	18	0
NOISE SUPPRESSORS REPAIR	13+	15	0	0	0	0	0	0	0	0	0	0	0	0	74	18	9	36	36	0
UNIVERSAL PYLON (EXTERNAL STORES) REMOVE	13+	15	1	0	0	99	0	0	0	0	0	0	99	X	49	5	5	27	45	18
LANDING LIGHT ASSEMBLY ADJUST	13+	15	0	0	0	0	0	0	0	0	0	0	0	X	53	20	10	20	40	10
HYDRAULIC BYPASS SOLENOID VALVE INSTALL	13+	15	0	0	0	0	0	0	0	0	0	0	0	X	47	0	17	21	42	21

Appendix K

DS/GS LEVEL: MAINTENANCE TASKS PERFORMED BY LESS THAN 10% OF ANY EXPERIENCE GROUP

Appendix K is the DS/GS counterpart of Appendix E.

Task	SUPERVISORS						
	% Saying New E7N20 Must Be Able To Perform 4. Once With Little Direction x ≥ 70% 0 < 70%	Amount of Direction Required by New E7N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some Direction 4 Little direction 5 No direction					
		0	1	2	3	4	5
FORCE GRADIENT ASSEMBLIES TROUBLESHOOT	x	13	8	26	46	18	3
PILOT OR COPILOT SEAT DISASSEMBLE	x	25	0	6	18	64	12
PILOT OR COPILOT SEAT ASSEMBLY	x	22	3	6	26	54	11
SOUNDPROOFING REPAIR	x	37	0	10	17	45	28
ELECTRICAL JETTISON CONTROLS OBTAIN SERVICEABLE REPLACEMENT	x	45	4	4	25	50	17
ELECTRICAL JETTISON CONTROLS TROUBLESHOOT	x	42	8	35	38	15	4
BLACKOUT CURTAINS ADJUST	x	57	0	11	5	47	37
BLACKOUT CURTAINS REPAIR	x	64	0	13	6	63	19
BLACKOUT CURTAINS OBTAIN SERVICEABLE REPLACEMENT	x	50	5	5	14	59	18
LITTER SUPPORTS REPAIR	x	54	0	14	10	57	19
LITTER SUPPORTS OBTAIN SERVICEABLE REPLACEMENT	x	43	4	4	8	60	24
CARGO SUSPENSION SYSTEM (CARGO HOOK) DISASSEMBLE	x	46	12	8	32	32	16
CARGO SUSPENSION SYSTEM (CARGO HOOK) ASSEMBLE	x	46	4	16	32	32	16
RESCUE HOIST REPAIR	0	74	17	17	33	25	8
RESCUE HOIST RETEST	x	69	14	7	29	36	14
RESCUE HOIST OBTAIN SERVICEABLE REPLACEMENT	x	68	0	7	14	57	21
RESCUE HOIST TROUBLESHOOT	x	64	6	38	25	13	19
RESCUE HOIST REMOVE	x	62	0	6	29	47	18
RESCUE HOIST INSTALL	x	61	6	0	28	50	17
WORK PLATFORM (ENGINE & XMSN DECK) REPAIR	0	61	11	0	44	22	22
VERTICAL FIN FAIRING REPAIR	x	52	9	0	36	41	14
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY DISASSEMBLE	x	57	11	5	58	26	0
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY ASSEMBLE	x	57	11	16	47	26	0
GROUND HANDLING WHEEL ACTUATOR ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	x	31	7	3	34	45	10
ICE DETECTOR ASSEMBLY TROUBLESHOOT	x	61	18	6	47	29	0

TASK	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once Without Direction X = 50% 0 < 50%	Amount of Direction Required by New 67N20 (s) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some Direction 4 Little direction 5 No Direction					
		0	1	2	3	4	5
ANTI-ICING INTERPRETER OBTAIN SERVICEABLE REPLACEMENT	X	64	7	13	0	47	33
ENGINE INDUCTION BAFFLE REPAIR	0	56	5	16	32	37	11
ENGINE INTAKE BELLMOUTH REPAIR	0	60	12	12	35	29	12
ANTI-ICING AIR VALVE OBTAIN SERVICEABLE REPLACEMENT	X	57	6	6	11	56	22
ANTI-ICING AIR VALVE TROUBLESHOOT	X	57	11	11	47	26	5
ANTI-ICING AIR VALVE INSTALL	X	57	6	0	22	50	22
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	64	7	14	14	50	14
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) TROUBLESHOOT	X	60	12	41	24	24	0
VARIABLE INLET GUIDE VANE ACTUATOR (L-13) REMOVE	X	65	0	27	40	33	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) DISASSEMBLE	0	71	8	17	33	42	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) REPAIR	0	76	9	27	27	36	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) ASSEMBLE	0	76	9	18	36	36	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) OBTAIN SERVICEABLE REPLACEMENT	X	70	8	17	17	58	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) TROUBLESHOOT	0	71	8	25	42	25	0
VARIABLE INLET GUIDE VANE LINKAGE (L-13) REMOVE	0	76	0	18	18	64	0
ENGINE TORQUE METER BOOST PUMP INSTALL	X	65	7	13	13	33	33
N2 POWER LEVER CONTROL TUBES TROUBLESHOOT SYSTEM	X	42	12	32	36	20	0
POWER TURBINE GOVERNOR CARBON REPAIR	0	59	11	22	28	33	6
N2 POWER TURBINE GOVERNOR LINEAR ACTUATOR SERVICE	X	64	4	9	33	50	4
N2 POWER TURBINE SPEED GOVERNOR OBTAIN SERVICEABLE REPLACEMENT	X	47	4	13	17	52	13
N2 POWER TURBINE SPEED GOVERNOR TROUBLESHOOT	X	64	9	35	39	17	0
N1 TACHOMETER GENERATOR TROUBLESHOOT	X	42	8	12	48	24	8
N2 TACHOMETER GENERATOR TROUBLESHOOT	X	42	8	20	36	28	8
FUEL CONTROL DRIVE PAD SEAL OBTAIN SERVICEABLE REPLACEMENT	X	62	6	0	6	69	19
FUEL CONTROL DRIVE PAD SEAL INSTALL	0	61	6	6	29	41	17

Task	SUPERVISORS—						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 20% O < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or task not performed 1 - Constant direction 2 - Much direction 3 - Some Direction 4 - Little direction 5 - No direction					
		0	1	2	3	4	5
STARTER DRIVE PAD SEAL (GARLOC) REMOVE	0	53	10	10	25	40	15
N1 ACCESSORY DRIVE GEAR BOX OBTAIN SERVICEABLE REPLACEMENT	X	62	6	6	13	56	19
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY REPAIR	0	72	8	8	50	33	0
N2 GOVERNOR & TACHOMETER DRIVE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	X	57	6	6	11	56	22
IGNITION LEAD & COIL ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	X	54	5	5	16	42	32
IGNITER PLUGS TROUBLESHOOT	X	55	5	16	16	47	16
MAIN FUEL STRAINER (WAFER TYPE) REPAIR	X	45	8	13	38	29	13
FUEL DIFFERENTIAL PRESSURE SWITCH TROUBLESHOOT	X	47	8	21	33	33	4
FUEL PRESSURE TRANSMITTER TROUBLESHOOT	X	47	13	17	33	33	4
FUEL SHUT-OFF VALVE OBTAIN SERVICEABLE REPLACEMENT	X	38	4	4	15	54	23
FUEL SHUT-OFF VALVE TROUBLESHOOT	X	43	8	16	32	24	20
FUEL THERMAL RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT	X	40	4	8	16	52	20
FUEL THERMAL RELIEF VALVE TROUBLESHOOT	X	45	17	17	33	33	0
MAIN FUEL LINE CHECK VALVES OBTAIN SERVICEABLE REPLACEMENT	X	29	3	7	23	43	23
MAIN FUEL LINE CHECK VALVES REMOVE	X	28	0	10	32	32	26
STARTING FUEL SOLENOID VALVE FILTER OBTAIN SERVICEABLE REPLACEMENT	X	36	4	7	15	44	30
STARTING FUEL SOLENOID VALVE FILTER TROUBLESHOOT	X	43	4	24	24	40	8
STARTING FUEL SOLENOID VALVE OBTAIN SERVICEABLE REPLACEMENT	X	48	5	5	18	41	32
STARTING FUEL SOLENOID VALVE TROUBLESHOOT	X	52	5	29	24	38	5
FUEL AUXILIARY FLOAT SWITCH (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	X	62	6	6	19	50	19
FUEL AUXILIARY FLOAT SWITCH (C MODEL) TROUBLESHOOT	X	62	12	35	29	24	0
FUEL AUXILIARY FLOAT SWITCH (C MODEL) REMOVE	X	61	6	18	18	41	18
FUEL AUXILIARY FLOAT SWITCH (C MODEL) INSTALL	X	61	6	12	29	35	18
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L989A) TEST	X	60	11	28	44	17	0
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (L989A) OBTAIN SERVICEABLE REPLACEMENT	X	56	5	5	21	47	21

INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (1980A) TROUBLESHOOT	8	55	25	13	45	13	0
INTERSTAGE BLEED AIR ACTUATOR ASSEMBLY (1980A) INSTALL	8	56	9	20	32	35	10
INTERSTAGE BLEED AIR ACTUATOR (L-13) [illegible] TROUBLESHOOT	8	53	25	13	38	22	0
INTERSTAGE BLEED AIR CONTROL VALVE [illegible] OBTAIN SERVICEABLE REPLACEMENT	8	41	22	5	24	45	24
INTERSTAGE BLEED AIR BAND OBTAIN SERVICEABLE REPLACEMENT	8	47	5	4	17	43	26
N1 TURBINE WHEEL (L-13) REPAIR	2	74	27	54	33	9	9
N1 TURBINE WHEEL (L-13) OBTAIN SERVICEABLE REPLACEMENT	8	46	7	7	20	46	27
N1 TURBINE WHEEL (L-13) REMOVE	2	49	7	21	45	21	7
N1 TURBINE WHEEL (L-13) INSTALL	8	47	7	19	53	20	3
N2 TURBINE WHEEL (L-13) REPAIR	2	70	27	17	51	9	8
N2 TURBINE WHEEL (L-13) OBTAIN SERVICEABLE REPLACEMENT	8	44	7	7	20	40	27
N2 TURBINE WHEEL (L-13) REMOVE	8	49	7	21	45	21	7
N2 TURBINE WHEEL (L-13) INSTALL	8	47	7	11	53	20	7
STARTING FUEL MANIFOLD PURGE	8	50	26	17	37	32	5
STARTING FUEL MANIFOLD OBTAIN SERVICEABLE REPLACEMENT	8	44	5	17	22	45	20
STARTING FUEL MANIFOLD TROUBLESHOOT	8	54	14	24	29	27	5
STARTING FUEL NOZZLES OBTAIN SERVICEABLE REPLACEMENT	8	46	4	5	17	44	29
STARTING FUEL NOZZLES TROUBLESHOOT	8	54	16	26	26	21	11
STARTING FUEL NOZZLES REMOVE	8	54	5	11	25	47	19
MAIN FUEL MANIFOLD (L-5 THRU 13) OBTAIN SERVICEABLE REPLACEMENT	8	48	8	11	22	44	27
MAIN FUEL MANIFOLD (L-5 THRU 13) TROUBLESHOOT	8	58	11	26	21	57	2
MAIN FUEL MANIFOLD (L-5 THRU 13) REMOVE	8	42	21	4	14	51	5
MAIN FUEL MANIFOLD (L-5 THRU 13) INSTALL	8	54	11	2	12	47	5
MAIN FUEL MANIFOLD (L-13) OBTAIN SERVICEABLE REPLACEMENT	8	44	7	[illegible]	14	36	21
MAIN FUEL MANIFOLD (L-13) REPAIR	8	71	25	8	27	54	8

	SUPERVISORS						
	[illegible]	Amount of Training Required in New [illegible]					
	[illegible]	0	1	2	3	4	5
MAIN FUEL MANIFOLD (1-13) INSTALL	0	70	7	21	29	43	0
FUEL DIVIDER & DUMP VALVE (1-13) *DISASSEMBLE	0	73	25	0	58	17	0
FUEL DIVIDER & DUMP VALVE (1-13) REPAIR	0	76	18	18	45	18	0
FUEL DIVIDER & DUMP VALVE (1-13) *REASSEMBLE	0	73	25	17	42	17	0
FUEL DIVIDER & DUMP VALVE (1-13) OBTAIN SERVICEABLE REPLACEMENT	8	73	17	8	17	42	17
FUEL DIVIDER & DUMP VALVE (1-13) TROUBLESHOOT	0	73	25	17	42	17	0
FUEL DIVIDER & DUMP VALVE (1-13) INSTALL	0	72	15	8	31	38	8
MAIN FUEL NOZZLES (1-9 THRU 13) REMOVE	6	62	12	6	35	41	6
COMBUSTION CHAMBER DRAIN VALVE OBTAIN SERVICEABLE REPLACEMENT	3	53	5	10	10	50	25
EXHAUST THERMOCOUPLE ASSEMBLY OBTAIN SERVICEABLE REPLACEMENT	3	57	5	5	26	37	26
EXHAUST THERMOCOUPLE ASSEMBLY TROUBLESHOOT	3	59	21	26	21	26	5
ENGINE EXHAUST TAIL PIPE *REPAIR BY STOP DRILLING	3	60	0	22	17	44	17
ENGINE EXHAUST TAIL PIPE REPAIR BY WELDING	0	73	17	25	17	33	8
ENGINE OIL SHUT-OFF VALVE (BEL MODELS) OBTAIN SERVICEABLE REPLACEMENT	3	53	3	10	14	55	17
ENGINE OIL PUMP OBTAIN SERVICEABLE REPLACEMENT	3	40	4	8	23	42	23
ENGINE OIL PUMP TROUBLESHOOT	3	45	8	33	25	33	0
ENGINE OIL PRESSURE RELIEF VALVE DISASSEMBLE	0	64	13	19	44	25	0
ENGINE OIL PRESSURE RELIEF VALVE *REPAIR	0	65	14	29	43	14	0
ENGINE OIL PRESSURE RELIEF VALVE REASSEMBLE	0	64	13	19	50	19	0
ENGINE OIL PRESSURE RELIEF VALVE *ADJUST	3	50	9	23	41	27	0
ENGINE OIL PRESSURE RELIEF VALVE OBTAIN SERVICEABLE REPLACEMENT	3	47	4	4	26	43	22
ENGINE OIL PRESSURE RELIEF VALVE REMOVE	3	48	4	4	30	43	17
ENGINE OIL MANIFOLD OBTAIN SERVICEABLE REPLACEMENT	3	47	4	4	26	48	17
ENGINE OIL MANIFOLD REMOVE	0	47	4	4	29	50	13
ENGINE OIL MANIFOLD INSTALL	3	44	8	4	28	48	12

Task	SUPERVISORS						
	% Saying New ETN2s Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New ETN2s (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some Direction 4 Little Direction 5 No direction					
	1 ≥ 30% 0 ≤ 29%	0	1	2	3	4	5
ENGINE OIL PRESSURE SWITCH OBTAIN SERVICEABLE REPLACEMENT	1	40	6	6	15	54	23
ENGINE OIL PRESSURE SWITCH TROUBLESHOOT	1	48	4	26	30	39	0
ENGINE OIL PRESSURE SWITCH INSTALL	1	40	7	0	26	41	26
ENGINE OIL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	1	44	6	6	13	54	25
ENGINE OIL PRESSURE TRANSMITTER TROUBLESHOOT	1	50	9	18	32	36	5
ENGINE OIL PRESSURE TRANSMITTER INSTALL	1	42	4	4	19	46	27
ENGINE BEARING OIL STRAINERS OBTAIN SERVICEABLE REPLACEMENT	1	30	3	10	17	47	23
ENGINE (AS AN OPERATIONAL SYSTEM) *TEST WITH JET-CAL ANALYZER	1	49	22	39	26	13	0
HYDRAULIC PRESSURE RELIEF VALVE ADJUST	1	53	10	24	33	29	5
HYDRAULIC SYSTEM FILTERS (B&D MODELS) REPAIR	1	51	9	9	23	45	14
HYDRAULIC MODULES (C MODEL) DISASSEMBLE	0	57	5	37	32	16	11
HYDRAULIC MODULES (C MODEL) REPAIR	0	67	13	27	33	27	0
HYDRAULIC MODULES (C MODEL) ASSEMBLE	0	59	6	33	33	17	11
HYDRAULIC MODULES (C MODEL) TROUBLESHOOT	1	48	17	30	26	26	0
HYDRAULIC MODULES (C MODEL) OBTAIN SERVICEABLE REPLACEMENT	1	37	4	11	26	44	15
HYDRAULIC MODULES (C MODEL) INSTALL	1	36	7	14	21	38	21
HYDRAULIC ACCUMULATOR (C MODEL) TROUBLESHOOT	1	43	8	40	36	16	0
TRANSMISSION OIL COOLER THERMO VALVE OBTAIN SERVICEABLE REPLACEMENT	1	40	4	8	15	50	23
TRANSMISSION OIL TEMP THERMO-SWITCH REPAIR BY REPLACING O-RINGS	1	39	6	22	11	41	22
TRANSMISSION OIL TEMP THERMO-SWITCH OBTAIN SERVICEABLE REPLACEMENT	1	35	4	11	14	43	29
TRANSMISSION OIL TEMP THERMO-SWITCH TROUBLESHOOT	1	38	11	25	14	50	0
TRANSMISSION OIL TEMPERATURE THERMO-BULB REPAIR BY REPLACING O-RINGS	1	41	4	23	8	62	23
TRANSMISSION OIL TEMPERATURE THERMO-BULB TROUBLESHOOT	1	40	11	26	15	48	0
TRANSMISSION OIL TEMPERATURE THERMO-BULB INSTALL	1	39	4	7	15	48	26
TRANSMISSION OIL LEVEL SIGHT GAUGE REPAIR	1	58	11	11	26	37	16

Task	SUPERVISORS % Saying New LTKDT Must Be Able To Perform At Once Without Direction X ≥ 30% O < 30%	Amount of Direction Required by New LTKDT (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some Direction 4 Little direction 5 No direction 0	1	2	3	4	5
TRANSMISSION OIL PUMP SCREEN OBTAIN SERVICEABLE REPLACEMENT	X	35	4	14	11	43	29
INTERMEDIATE GEAR BOX (42 DEG.GEAR BOX) REPAIR	O	76	9	36	27	27	0
STABILIZER BAR BALANCE	X	58	28	22	22	17	11
ANTI-DRIVE LINK ASSEMBLY (C MODEL ONLY) PACKAGE	X	19	3	11	14	54	17
TAIL ROTOR ASSEMBLY REPAIR BLADES	X	70	23	46	23	8	0
FREE AIR TEMPERATURE INDICATOR OBTAIN SERVICEABLE REPLACEMENT	X	26	3	6	19	52	19
PILOT ATTITUDE INDICATOR *ADJUST	X	70	15	38	15	23	8
COPILOT ATTITUDE INDICATOR ADJUST	X	70	15	38	15	23	8
COPILOT ATTITUDE INDICATOR TROUBLESHOOT	X	55	20	15	30	30	5
VERTICAL VELOCITY INDICATOR ADJUST	X	67	21	29	29	21	0
ALTIMETER TROUBLESHOOT	X	49	9	27	36	23	5
OMNI INDICATOR (CROSS POINTER) OBTAIN SERVICEABLE REPLACEMENT	X	48	5	0	18	59	18
OMNI INDICATOR (CROSS POINTER) REMOVE	X	44	4	0	21	63	13
RADIO MAGNETIC COMPASS INDICATOR OBTAIN SERVICEABLE REPLACEMENT	X	48	5	9	14	59	14
STANDBY COMPASS SERVICE BY ADDITION OF FLUID	O	75	27	18	18	36	0
STANDBY COMPASS COMPENSATE	X	61	24	24	18	29	6
STANDBY COMPASS OBTAIN SERVICEABLE REPLACEMENT	X	40	8	0	24	56	12
GAS PRODUCER (N1) TACHOMETER TEST	O	66	33	13	33	20	0
GAS PRODUCER (N1) TACHOMETER TROUBLESHOOT	X	50	14	23	32	27	5
DUAL TACHOMETER OBTAIN SERVICEABLE REPLACEMENT	X	29	3	7	20	53	17
TORQUE METER INDICATOR INSTALL	X	27	3	6	16	53	22
GENERATOR LOADMETER OBTAIN SERVICEABLE REPLACEMENT	X	34	4	7	19	52	19
GENERATOR LOADMETER TROUBLESHOOT	X	52	14	29	19	38	0
GENERATOR LOADMETER INSTALL	X	36	4	7	18	46	25
DC VOLTMETER OBTAIN SERVICEABLE REPLACEMENT	X	33	4	7	18	50	21

Task	SUPERVISORS						
	% Saying New LTNDS Must Be Able To Perform At Once With Little Direction	Amount of Direction Required by New LTNDS (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some Direction 4 Little direction 5 No Direction					
	X ≥ 70% O < 70%	0	1	2	3	4	5
DC VOLTMETER TROUBLESHOOT	X	52	14	29	24	29	5
AC VOLTMETER OBTAIN SERVICEABLE REPLACEMENT	X	34	4	7	19	48	22
AC VOLTMETER TROUBLESHOOT	X	52	14	29	24	29	5
TRANSMISSION & ENGINE OIL PRESSURE INDICATORS TROUBLESHOOT	X	52	14	24	24	33	5
EXHAUST TEMPERATURE INDICATOR TEST	O	58	22	28	39	11	0
FUEL PRESSURE INDICATOR TROUBLESHOOT	X	51	19	24	19	33	5
PITOT STATIC SYSTEM PURGE	X	39	19	15	33	30	4
HEATER CONTROL PANEL DISASSEMBLE	O	77	20	20	20	30	10
HEATER CONTROL PANEL REPAIR	O	79	22	22	22	33	0
HEATER CONTROL PANEL ASSEMBLE	O	77	20	20	20	30	10
HEATER CONTROL PANEL OBTAIN SERVICEABLE REPLACEMENT	X	73	9	18	18	36	18
HEATER CONTROL PANEL TROUBLESHOOT	O	72	17	25	17	33	8
HEATING & BLEED AIR SEPARATOR VALVE CONTROL DISASSEMBLE	O	74	27	18	36	18	0
HEATING & BLEED AIR SEPARATOR VALVE CONTROL REPAIR	O	74	36	18	27	18	0
HEATING & BLEED AIR SEPARATOR VALVE CONTROL ASSEMBLE	O	74	36	9	36	18	0
HEATING & BLEED AIR SEPARATOR VALVE CONTROL ADJUST	X	65	20	27	33	20	0
HEATING & BLEED AIR SEPARATOR VALVE CONTROL OBTAIN SERVICEABLE REPLACEMENT	X	63	7	13	13	40	27
HEATING & BLEED AIR SEPARATOR VALVE CONTROL TROUBLESHOOT	X	64	27	20	27	27	0
HEATING & BLEED AIR SEPARATOR VALVE CONTROL REMOVE	X	62	0	19	13	56	13
HEATING & BLEED AIR SEPARATOR VALVE CONTROL INSTALL	X	62	6	13	19	50	13
CABIN FLOOR REGISTERS AND DUCTS OBTAIN SERVICEABLE REPLACEMENT	X	39	4	16	12	48	20
CABIN FLOOR REGISTERS AND DUCTS REPAIR	O	64	20	13	20	40	7
HOT AIR MIXING VALVE DISASSEMBLE	O	72	8	25	33	25	8
HOT AIR MIXING VALVE OBTAIN SERVICEABLE REPLACEMENT	X	59	6	18	6	47	24
HOT AIR MIXING VALVE INSTALL	X	60	6	12	12	47	24

Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 50% 0 < 50%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some Direction 4 Little Direction 5 No direction					
		0	1	2	3	4	5
NOISE SUPPRESSORS OBTAIN SERVICEABLE REPLACEMENT	X	59	6	24	6	41	24
NOISE SUPPRESSORS REMOVE	X	57	11	22	0	50	17
NOISE SUPPRESSORS INSTALL	X	56	16	16	11	42	16
HEATER BLEED AIR SELECTOR VALVE OBTAIN SERVICEABLE REPLACEMENT	X	66	7	14	0	43	36
HEATER BLEED AIR SELECTOR VALVE TROUBLESHOOT	X	65	7	33	7	53	0
HEATER BLEED AIR SELECTOR VALVE INSTALL	X	64	0	20	7	47	27
FOUR WAY CONTROL VALVE SOLENOID OBTAIN SERVICEABLE REPLACEMENT	X	63	7	13	7	47	27
FOUR WAY CONTROL VALVE SOLENOID TROUBLESHOOT	X	65	20	20	13	47	0
FOUR WAY CONTROL VALVE SOLENOID INSTALL	X	62	6	19	6	50	19
BLEED AIR FOUR WAY CONTROL VALVE OBTAIN SERVICEABLE REPLACEMENT	X	63	7	20	0	47	27
BLEED AIR FOUR WAY CONTROL VALVE TROUBLESHOOT	X	65	13	27	13	47	0
BLEED AIR FOUR WAY CONTROL VALVE REMOVE	X	60	0	24	0	47	29
BLEED AIR FOUR WAY CONTROL VALVE INSTALL	X	62	6	19	6	44	25
DEFROSTER CONTROL VALVE OBTAIN SERVICEABLE REPLACEMENT	X	66	7	21	7	36	29
DEFROSTER CONTROL VALVE REMOVE	X	63	0	[illegible]	13	38	25
DEFROSTER CONTROL VALVE INSTALL	X	64	0	27	13	40	20
DEFROSTER NOZZLES REPAIR	0	72	17	8	58	17	0
DEFROSTER NOZZLES OBTAIN SERVICEABLE REPLACEMENT	X	63	7	20	13	40	20
DEFROSTER NOZZLES REMOVE	X	60	0	24	12	47	18
FOOT WARMER CONTROL REPAIR	0	76	10	20	40	30	0
FOOT WARMER CONTROL OBTAIN SERVICEABLE REPLACEMENT	X	70	8	17	8	42	25
FOOT WARMER CONTROL REMOVE	X	67	0	21	7	57	14
FOOT WARMER CONTROL INSTALL	X	68	0	23	8	62	8
FOOT WARMER VALVE RIG	0	74	9	27	36	27	0
FOOT WARMER VALVE OBTAIN SERVICEABLE REPLACEMENT	X	70	8	17	8	42	25

[illegible]	[illegible]	[illegible]	0	1	2	3	4	5
FOOT WARMER VALVE REMOVE	X	67	0	21	7	57	14	
FOOT WARMER VALVE INSTALL	X	68	0	23	8	62	8	
AIR SCOOP ASSEMBLIES REPAIR	X	49	14	14	27	36	14	
AIR SCOOP FAN DRAIN TUBES OBTAIN SERVICEABLE REPLACEMENT	X	36	4	13	31	48	[illegible]	
AIR SCOOP FAN DRAIN TUBES REMOVE	X	40	0	15	4	54	27	
AIR SCOOP FAN DRAIN TUBES INSTALL	X	36	0	15	7	56	22	
AUXILIARY FUEL SYSTEM DISASSEMBLE	0	56	14	14	50	21	0	
AUXILIARY FUEL SYSTEM ASSEMBLE	0	56	22	27	33	20	[illegible]	
UNIVERSAL PYLON (EXTERNAL STORES) DISASSEMBLE	X	47	5	30	13	44	8	
UNIVERSAL PYLON (EXTERNAL STORES) REPAIR	0	41	12	14	29	35	8	
UNIVERSAL PYLON (EXTERNAL STORES) ASSEMBLE	X	47	5	21	14	55	4	
UNIVERSAL PYLON (EXTERNAL STORES) ADJUST	X	41	12	18	24	47	0	
UNIVERSAL PYLON (EXTERNAL STORES) OBTAIN SERVICEABLE REPLACEMENT	X	55	5	4	26	42	23	
MASTER CAUTION PANEL REPAIR	0	52	23	16	17	28	15	
BATTERY (NICAD) REPAIR	0	48	23	[illegible]	24	21	14	
BATTERY (NICAD) TROUBLESHOOT	X	47	13	27	30	26	4	
BATTERY (OME JAR [illegible] MODEL) INSTALL	X	36	0	9	23	41	27	
RELAYS (PRIMARY, DC SYSTEM) OBTAIN SERVICEABLE REPLACEMENT	X	45	8	4	26	45	17	
RELAYS (PRIMARY, DC SYSTEM) TROUBLESHOOT	X	54	26	11	35	24	3	
RELAYS (PRIMARY, DC SYSTEM) INSTALL	X	49	0	7	30	57	6	
MAIN GENERATOR (ON TRANSMISSION) REPAIR	X	62	25	13	34	25	3	
STANDBY GENERATOR (STARTER-GENERATOR) REPAIR	0	62	25	17	34	25	0	
STANDBY GENERATOR (STARTER-GENERATOR) TROUBLESHOOT	X	48	17	34	49	0	0	
VOLTAGE REGULATOR OBTAIN SERVICEABLE REPLACEMENT	X	31	4	7	18	50	21	
REVERSE CURRENT RELAY OBTAIN SERVICEABLE REPLACEMENT	X	35	4	1	33	46	17	

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Task	SUPERVISORS						
	% Saying New 67N20 Must Be Able To Perform At Once With Little Direction X ≥ 50% O < 50%	Amount of Direction Required by New 67N20 (%) 0 Not observed or task not performed 1 Detailed direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
		0	1	2	3	4	5
REVERSE CURRENT RELAY TROUBLESHOOT	X	58	24	29	29	14	5
REVERSE CURRENT RELAY REMOVE	X	42	0	12	24	44	20
REVERSE CURRENT RELAY INSTALL	X	42	0	12	24	44	20
GENERATOR FIELD CONTROL RELAY OBTAIN SERVICEABLE REPLACEMENT	X	40	4	8	20	44	24
GENERATOR FIELD CONTROL RELAY TROUBLESHOOT	X	51	23	18	41	14	5
GENERATOR FIELD CONTROL RELAY REMOVE	X	44	0	13	25	46	17
GENERATOR FIELD CONTROL RELAY INSTALL	X	44	0	13	25	50	13
BUS CONTROL RELAY OBTAIN SERVICEABLE REPLACEMENT	X	45	4	9	22	39	26
BUS CONTROL RELAY TROUBLESHOOT	X	56	30	20	25	20	5
BUS CONTROL RELAY REMOVE	X	48	5	9	27	45	14
BUS CONTROL RELAY INSTALL	X	48	5	9	27	45	14
OVERVOLTAGE RELAY OBTAIN SERVICEABLE REPLACEMENT	X	40	4	12	16	40	28
OVERVOLTAGE RELAY TROUBLESHOOT	X	53	24	24	29	14	10
OVERVOLTAGE RELAY REMOVE	X	44	4	8	25	42	21
TRANSMISSION SIGHT GAUGE LIGHT TROUBLESHOOT	X	44	8	29	21	33	8
LANDING LIGHT ASSEMBLY TROUBLESHOOT	X	45	13	25	29	25	8
EXTERNAL POWER RECEPTACLE OBTAIN SERVICEABLE REPLACEMENT	X	45	4	13	13	43	26
EXTERNAL POWER RECEPTACLE TROUBLESHOOT	X	52	24	24	29	19	10
EXTERNAL POWER DOOR LIMIT SWITCH ADJUST	X	53	15	10	40	25	10
EXTERNAL POWER DOOR LIMIT SWITCH TEST	X	57	11	11	47	21	11
EXTERNAL POWER DOOR LIMIT SWITCH OBTAIN SERVICEABLE REPLACEMENT	X	45	4	13	17	35	30
EXTERNAL POWER DOOR LIMIT SWITCH TROUBLESHOOT	X	55	15	20	30	25	10
EXTERNAL POWER DOOR LIMIT SWITCH REMOVE	X	49	5	14	18	41	23
EXTERNAL POWER DOOR LIMIT SWITCH INSTALL	X	48	4	13	26	35	22
FIRE WARNING LIGHT REPAIR	O	64	25	13	19	31	13

	SUPERVISORS						
Task	% Saying New GTN(?) Must Be Able To Perform At Once With Little Direction X 25% 0 [illegible]	Amount of Direction Required by New GTN (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
		0	1	2	3	4	5
FIRE WARNING LIGHT OBTAIN SERVICEABLE REPLACEMENT	X	45	9	4	22	35	30
RHEOSTATS TROUBLESHOOT	X	52	19	19	24	33	5
RHEOSTATS REMOVE	X	44	4	13	17	50	17
RHEOSTATS INSTALL	X	43	4	12	20	48	16
THERMOCOUPLE LEAD SPOOL RESISTOR ADJUST	0	69	29	14	43	14	0
THERMOCOUPLE LEAD SPOOL RESISTOR OBTAIN SERVICEABLE REPLACEMENT	X	53	10	5	30	30	25
THERMOCOUPLE LEAD SPOOL RESISTOR TEST	0	64	25	13	44	13	6
THERMOCOUPLE LEAD SPOOL RESISTOR TROUBLESHOOT	0	64	25	19	38	13	6
THERMOCOUPLE LEAD SPOOL RESISTOR REMOVE	X	54	6	11	22	44	17
THERMOCOUPLE LEAD SPOOL RESISTOR INSTALL	X	59	6	11	28	39	17
HYDRAULIC BYPASS SOLENOID VALVE DISASSEMBLE	0	70	23	8	38	31	0
HYDRAULIC BYPASS SOLENOID VALVE ASSEMBLE	0	70	23	15	31	31	0
HYDRAULIC BYPASS SOLENOID VALVE OBTAIN SERVICEABLE REPLACEMENT	X	44	4	4	21	42	29
RPM LIMIT WARNING SYSTEM * ADJUST	X	55	15	40	20	20	5
RPM LIMIT WARNING SYSTEM OBTAIN SERVICEABLE REPLACEMENT	X	44	4	8	17	42	29
RPM LIMIT WARNING SYSTEM TROUBLESHOOT	X	50	18	41	18	18	5
RPM LIMIT WARNING SYSTEM REMOVE	X	45	0	21	21	38	21
RPM LIMIT WARNING SYSTEM INSTALL	X	44	0	20	24	36	20
INVERTERS OBTAIN SERVICEABLE REPLACEMENT	X	43	4	0	21	46	29
28 VOLT AC TRANSFORMER OBTAIN SERVICEABLE REPLACEMENT	X	48	9	5	14	41	32
28 VOLT AC TRANSFORMER REMOVE	X	47	4	13	17	43	22
TORQUE PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	X	40	4	8	20	40	28
TORQUE PRESSURE TRANSMITTER TROUBLESHOOT	X	52	14	24	33	19	10
TORQUE PRESSURE TRANSMITTER REMOVE	X	40	0	15	23	38	23
HYDRAULIC PRESSURE WARNING SWITCH OBTAIN SERVICEABLE REPLACEMENT	X	40	8	4	16	44	28

	[illegible]						
Task	% Saying New [illegible] Must be Able To Perform At Once Without Direction	Percent of Direction Required by New [illegible] 0 Not observed or task not performed 1 Complete Direction 2 Much direction 3 Some Direction 4 Little direction 5 No direction					
	X ≥ 50% 0 < 50%	0	1	2	3	4	5
HYDRAULIC PRESSURE WARNING SWITCH TROUBLESHOOT	X	48	13	22	30	30	4
HYDRAULIC PRESSURE WARNING SWITCH INSTALL	X	39	4	11	19	48	19
TRANSMISSION OIL PRESSURE TRANSMITTER OBTAIN SERVICEABLE REPLACEMENT	X	36	4	4	19	48	26
TRANSMISSION OIL PRESSURE TRANSMITTER INSTALL	X	34	0	10	21	45	24
OVERHEAD CONSOLE OBTAIN SERVICEABLE REPLACEMENT	X	47	13	9	9	52	17
OVERHEAD CONSOLE TROUBLESHOOT	X	55	15	30	30	25	0
OVERHEAD CONSOLE REMOVE	X	44	4	13	21	50	13
OVERHEAD CONSOLE INSTALL	X	44	4	8	25	50	13
CONTROL PANELS REPAIR	0	68	21	7	29	36	7
CONTROL PANELS TROUBLESHOOT	X	52	14	33	33	19	0
CONTROL PANELS INSTALL	X	37	0	7	30	52	11
AC & DC CIRCUIT BREAKERS & PANELS REPAIR	0	66	20	20	20	33	7
AC & DC CIRCUIT BREAKERS & PANELS OBTAIN SERVICEABLE REPLACEMENT	X	44	13	8	17	42	21
AC & DC CIRCUIT BREAKERS & PANELS TROUBLESHOOT	X	55	20	25	30	20	5
AC & DC CIRCUIT BREAKERS & PANELS REMOVE	X	42	4	12	20	48	16
AC & DC CIRCUIT BREAKERS & PANELS INSTALL	X	42	4	12	16	48	20
TERMINAL BOARDS AND WIRING OBTAIN SERVICEABLE REPLACEMENT	X	50	14	5	18	50	14
TERMINAL BOARDS AND WIRING TROUBLESHOOT	0	57	26	16	26	26	5
TERMINAL BOARDS AND WIRING REPAIR	0	61	24	18	29	24	6
TERMINAL BOARDS AND WIRING REMOVE	X	59	6	11	33	39	11
TERMINAL BOARDS AND WIRING INSTALL	0	59	11	6	28	44	11

Appendix L

DS/GS LEVEL: MISCELLANEOUS TASKS PERFORMED, BY EXPERIENCE LEVEL GROUP

Appendix L is the DS/GS counterpart of Appendix F.

				MECHANICS AND CREWCHIEFS																SUPERVISORS						
Task	Months (UH-1) Maintenance Experience	Percent Performing or Assisting	Number of UTNDB Performing Task	# Times Performed Past Month (%) 1 0 2 1-2 3 3-6 4 7-10 5 11-					First Performance After Award of UTNDB Duty MOS (%) 1 1st month 2 2nd or 3rd month 3 4th to 6th month 4 7th to 12th month 5 After 12 months					Your Proficiency In Performing Task (%) 1 Poor 2 Fair 3 Good 4 Very Good 5 Excellent					% Saying New UTNDB Must Be Able To Perform At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New UTNDB (%) 0 Not observed or task not performed 1 Constant direction 2 Much direction 3 Some direction 4 Little direction 5 No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
GROUND HANDLING OF AIRCRAFT	0-6	39	12	8	17	58	17	0	33	33	0	25	8	0	0	17	25	58	X	9	15	15	29	37	5
	7-12	75	20	5	15	50	10	20	47	16	21	5	11	5	0	40	30	25							
	13+	56	13	31	15	8	15	31	--	--	--	--	--	0	0	46	31	23							
INTERMEDIATE INSPECTIONS	0-6	50	4	50	25	25	0	0	25	0	0	75	0	0	0	50	25	25	X	33	13	47	30	10	0
	7-12	57	14	43	36	21	0	0	7	36	36	7	14	7	0	71	7	14							
	13+	79	11	73	18	9	0	0	--	--	--	--	--	0	0	9	73	18							
PERIODIC INSPECTIONS	0-6	53	7	14	29	57	0	0	29	29	0	43	0	0	0	57	29	14	X	20	17	47	31	13	3
	7-12	63	17	18	47	18	12	6	19	25	31	6	19	6	6	59	24	6							
	13+	83	13	62	23	15	0	0	--	--	--	--	--	0	0	23	62	15							
DAILY INSPECTIONS	0-6	44	7	29	29	29	0	14	29	14	0	43	14	0	0	43	43	14	X	19	11	27	30	33	3
	7-12	75	21	57	10	14	0	19	29	13	29	10	19		5	62	19	10							
	13+	73	14	43	21	7	0	29	--	--	--	--	--	0	7	14	57	21							
POL HANDLING	0-6	33	2	0	99	0	0	0	0	0	0	50	50	0	0	0	50	50	X	18	14	16	33	33	3
	7-12	36	3	43	14	43	0	0	25	13	25	25	13	13	0	75	0	13							
	13+	26	4	50	0	25		25	--	--	--	--	--	0	0	50	0	50							
SLING LOADING OF AIRCRAFT	0-6	33	4	25	75	0	0	0	25	25	0	25	25	0	0	50	25	25	X	33	13	37	37	13	0
	7-12	24	5	75	25	0	0	0	40	20	20	20	0	20	20	40	20	0							
	13+	26	3	67	33	0	0	0	--	--	--	--	--	0	0	33	33	33							
PREPARING AIRCRAFT FOR SHIPMENT	0-6	22	3	99	0	0	0	0	0	0	0	50	50	0	0	50	0	50	X	41	22	37	26	15	0
	7-12	27	8	75	13	0	13	0	13	50	0	13	25	0	13	38	38	13							
	13+	67	4	75	25	0	0	0	--	--	--	--	--	0	0	25	50	25							
INTERNAL LOADING OF AIRCRAFT	0-6	17	2	99	0	0	0	0	50	0	0	50	0	0	0	99	0	0	X	31	10	16	45	26	3
	7-12	19	3	33	33	33	0	0	0	33	33	0	33	33	0	67	0	0							
	13+	26	2	50	0	0	0	50	--	--	--	--	--	0	0	0	50	50							
PAINTING OF AIRCRAFT	0-6	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	11	17	28	39	6
	7-12	18	2	50	0	50	0	0	0	0	50	50	0	0	50	50	0	0							
	13+	6	1	67	0	33	0	0	--	--	--	--	--	0	0	0	67	33							
AIRCRAFT RECOVERY DUTIES	0-6	17	3	33	33	33	0	0	0	67	0	33	0	0	0	33	33	33	X	29	19	28	36	16	3
	7-12	19	5	50	25	0	25	0	20	20	40	20	0	0	0	99	0	0							
	13+	26	3	33	67	0	0	0	--	--	--	--	--	0	0	33	33	33							
DOOR GUNNER DUTIES	0-6	17	2	99	0	0	0	0	0	0	0	50	50	0	0	50	0	50	X	43	8	20	28	23	16
	7-12	30	8	38	38	13	0	13	25	13	25	25	13	13	0	63	25	0							
	13+	62	8	63	25	0	0	13	--	--	--	--	--	0	0	38	25	38							
ACCEPTANCE INSPECTIONS	0-6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	63	26	52	15	7	0
	7-12	19	5	60	0	40	0	0	25	25	0	25	25	0	25	50	25	0							
	13+	33	4	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
LOADING AMMUNITION INTO AIRCRAFT WEAPONS SYSTEM	0-6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	76	18	27	36	18	0
	7-12	12	2	99	0	0	0	0	0	99	0	0	0	50	0	50	0	0							
	13+	21	4	75	25	0	0	0	--	--	--	--	--	0	0	0	75	25							

PREPARING AIRCRAFT FOR STORAGE	0-6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	48	71	42	29	8	0
	7-12	12	1	99	0	0	0	0	0	0	0	0	99	0	0	99	0	0							
	13+	16	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
CRASH-RESCUE DUTIES	0-6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	65	25	25	38	6	6
	7-12	6	1	0	0	0	0	0	0	0	0	99	0	0	0	99	0	0							
	13+	21	2	50	50	0	0	0	--	--	--	--	--	0	0	50	0	50							
300-HOUR ENGINE HOT-END INSPECTIONS	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	28	44	17	6	6
	7-12	12	1	99	0	0	0	0	0	0	99	0	0	0	0	99	0	0							
	13+	11	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
MAINTENANCE OF INTERNAL COMBUSTION HEATER SYSTEM	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	11	22	44	22	0
	7-12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAINTENANCE OF AUXILIARY EXHAUST HEATER SYSTEM	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	0	22	44	22	11
	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	5	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
MAINTENANCE OF UH-1 ROTOR DE-ICING SYSTEM	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	25	13	38	25	0
	7-12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
MAINTENANCE OF M-3 ROCKET SYSTEM	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	25	25	50	0	0
	7-12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	5	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
MAINTENANCE OF M-5 40MM GRENADE LAUNCHER SYSTEM	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	25	50	25	0	0
	7-12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	11	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
MAINTENANCE OF M-6 QUAD MACHINE GUN SYSTEM	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	20	60	20	0	0
	7-12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	11	2	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
MAINT. OF M-16 COMB. MACHINE GUN GUN-ROCKET SYSTEM	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	17	50	33	0	0
	7-12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	5	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
MAINT. OF M-21 COMB. "MINIGUN"-ROCKET SYSTEM	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	20	60	20	0	0
	7-12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	11	1	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
MAINTENANCE OF M-21 "MINIGUN" SYSTEM	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	20	60	43	0	1
	7-12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	11	2	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
MAINTENANCE OF M-24 FLEXIBLE DOOR GUN SYSTEM	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	13	13	13	50	13
	7-12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	5	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
MAINTENANCE OF ASM-22 SS-11 MISSILE SYSTEM	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	33	33	33	0	0
	7-12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	0	0	0	0	0	0	0	--	--	--	--	--	0	0	0	0	0							
WEIGHING UH-1 AIRCRAFT	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	53	53	41	6	0	0
	7-12	19	2	99	0	0	0	0	0	0	50	0	50	0	0	50	50	0							
	13+	21	3	33	67	0	0	0	--	--	--	--	--	0	0	33	67	0							
NAVIGATION DUTIES	0-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	40	60	0	0	0
	7-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	13+	5	1	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							

Appendix M

DS/GS LEVEL: MAINTENANCE-RELATED EQUIPMENT USED, BY EXPERIENCE GROUP

Appendix M is the DS/GS counterpart of Appendix G.

Equipment	Months of UH-1 Maintenance Experience	Percent Using	% Saying Equipment Available	MECHANICS AND CREWCHIEFS: # Times Used Past Month (%) 1 - 0, 2 - 1-2, 3 - 3-6, 4 - 7-10, 5 - 11+					First Use After Award of 67N20 Duty MOS (%) 1 - 1st month, 2 - 2nd or 3rd month, 3 - 4th to 6th month, 4 - 7th to 12th month, 5 - After 12 months					Your Proficiency In Using Equipment (%) 1 - Poor, 2 - Fair, 3 - Good, 4 - Very Good, 5 - Excellent					SUPERVISORS: % Saying New 67N20 Must Be Able To Use At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or equipment not used, 1 - Constant direction, 2 - Much direction, 3 - Some direction, 4 - Little direction, 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
WORK STANDS	0-6	89	100	19	13	25	13	31	50	25	0	13	13	0	0	20	40	40	X	11	5	10	23	43	20
	7-12	97	97	7	20	43	13	17	45	26	16	3	10	3	0	50	30	17							
	13+	95	100	17	11	22	17	33	--	--	--	--	--	0	6	33	28	33							
GROUND HANDLING WHEELS	0-6	88	100	13	7	51	20	7	40	33	0	13	13	7	0	14	21	57	X	11	0	13	35	35	18
	7-12	94	97	10	21	34	21	14	40	30	13	3	13	3	0	52	24	21							
	13+	89	100	24	12	24	18	24	--	--	--	--	--	0	0	41	47	12							
TOW BAR	0-6	76	100	8	15	54	15	8	38	31	0	15	15	8	0	17	25	50	X	11	5	10	23	44	21
	7-12	88	97	18	18	32	18	14	39	21	25	4	11	4	4	46	25	21							
	13+	89	100	24	24	12	12	29	--	--	--	--	--	0	0	41	35	24							
AUXILIARY POWER UNIT (APU)	0-6	60	100	33	56	11	0	0	33	22	11	11	22	0	13	38	25	25	X	22	11	14	34	34	6
	7-12	88	97	50	32	14	4	0	21	31	34	3	10	4	4	57	25	11							
	13+	84	100	50	25	19	0	6	--	--	--	--	--	0	6	38	44	13							
TUG	0-6	57	100	0	38	25	13	25	25	13	13	25	25	0	14	29	14	43	X	36	10	21	28	34	7
	7-12	85	89	26	4	13	35	22	48	13	22	0	17	4	0	52	26	17							
	13+	70	100	29	14	0	0	57	--	--	--	--	--	0	0	43	43	14							
TRACKING FLAG	0-6	53	100	33	33	11	11	11	33	33	0	11	22	0	11	22	22	44	X	13	3	23	41	31	3
	7-12	90	97	36	29	32	4	0	25	29	25	7	14	7	11	39	29	14							
	13+	95	100	39	33	17	0	11	--	--	--	--	--	0	6	28	61	6							
TRIM TAB BENDER	0-6	53	100	44	33	11	0	11	33	44	0	11	11	0	0	22	33	44	X	13	5	28	31	28	8
	7-12	88	100	39	25	36	0	0	21	39	25	0	14	0	0	57	29	11							
	13+	89	100	35	41	18	0	6	--	--	--	--	--	0	6	29	59	6							
CABLE TENSIOMETER	0-6	47	100	38	38	25	0	0	50	25	0	13	13	0	13	13	50	25	X	16	3	32	34	26	5
	7-12	81	97	52	32	12	4	0	28	20	36	4	12	4	20	44	24	8							
	13+	84	100	69	19	13	0	0	--	--	--	--	--	0	0	38	50	13							
TAIL ROTOR SPANNER WRENCH	0-6	47	100	63	13	25	0	0	38	38	0	13	13	0	13	0	50	38	X	16	0	21	32	37	11
	7-12	83	100	28	44	24	0	4	23	38	19	0	19	4	4	44	40	8							
	13+	89	100	47	41	12	0	0	--	--	--	--	--	0	0	35	59	6							
AIR COMPRESSOR	0-6	44	100	38	25	13	25	0	25	38	0	25	13	0	0	29	43	29	X	22	11	9	46	29	6
	7-12	57	100	41	29	24	6	0	33	28	28	6	6	0	18	41	24	18							
	13+	61	100	45	27	9	9	9	--	--	--	--	--	0	0	45	36	18							
JACKS	0-6	44	100	43	29	29	0	0	57	14	0	29	0	0	0	29	43	29	X	11	3	20	25	40	13
	7-12	77	97	52	39	4	4	0	35	26	26	4	9	0	4	52	30	13							
	13+	67	100	67	17	17	0	0	--	--	--	--	--	0	0	42	50	8							
BLADE ALIGNMENT SCOPE	0-6	41	100	29	71	0	0	0	14	43	0	29	14	0	0	29	57	14	X	33	6	45	29	19	0
	7-12	73	100	41	50	9	0	0	23	23	32	5	18	5	14	45	27	9							
	13+	72	100	46	54	0	0	0	--	--	--	--	--	0	8	38	54	0							
HOIST (CHERRY PICKER)	0-6	40	100	0	33	67	0	0	17	33	0	33	17	0	0	17	33	50	X	36	3	38	21	34	3
	7-12	62	86	85	8	8	0	0	50	17	17	0	17	8	8	42	25	17							
	13+	46	100	50	33	17	0	0	--	--	--	--	--	0	0	67	33	0							

WRECKER	0-6	40	100	17	17	33	33	0	50	33	0	17	0	0	0	17	50	33	X	47	17	25	29	25	4
	7-12	52	93	20	47	27	0	7	14	7	43	14	21	7	14	43	21	14							
	13+	53	100	22	44	33	0	0	--	--	--	--	--	0	11	0	78	11							
DYE PENETRANT INSPECTION KIT	0-6	38	100	33	50	17	0	0	17	67	0	17	0	0	0	17	50	33	X	26	12	29	35	24	0
	7-12	61	100	42	47	5	5	0	37	16	32	0	16	5	11	58	16	11							
	13+	71	100	75	25	0	0	0	--	--	--	--	--	0	0	33	67	0							
VERNIER DEPTH GAUGE	0-6	29	100	50	50	0	0	0	0	50	0	50	0	0	0	25	0	75	X	41	15	52	17	15	0
	7-12	36	100	88	13	0	0	0	50	33	17	0	0	17	17	50	17	0							
	13+	28	100	40	60	0	0	0	--	--	--	--	--	0	20	20	60	0							
PROP PROTRACTOR	0-6	27	100	25	75	0	0	0	25	25	0	25	25	0	0	33	33	33	X	27	9	39	33	15	3
	7-12	43	100	75	25	0	0	0	30	10	40	0	20	10	10	60	20	0							
	13+	65	100	82	9	9	0	0	--	--	--	--	--	0	0	55	45	0							
RIGGING FIXTURE	0-6	27	100	50	25	25	0	0	33	33	0	33	0	0	0	0	0	99	X	18	8	32	41	19	0
	7-12	52	100	71	21	7	0	0	25	25	25	0	25	0	17	42	33	8							
	13+	50	100	67	11	22	0	0	--	--	--	--	--	0	0	33	67	0							
BALANCE STAND MAIN ROTOR ASSEMBLY	0-6	25	100	0	99	0	0	0	0	67	0	33	0	0	0	0	50	50	X	61	17	33	22	28	0
	7-12	41	100	45	45	9	0	0	40	20	30	0	10	0	10	50	20	20							
	13+	35	100	17	67	17	0	0	--	--	--	--	--	0	0	33	67	0							
DIAL INDICATOR	0-6	20	100	33	67	0	0	0	33	33	0	33	0	0	0	0	0	99	X	22	6	34	37	20	3
	7-12	37	100	80	20	0	0	0	38	25	38	0	0	13	13	63	13	0							
	13+	42	100	63	25	13	0	0	--	--	--	--	--	0	0	38	63	0							
GENERATORS (LIGHT PLANT)	0-6	20	100	67	33	0	0	0	33	33	0	33	0	0	0	0	99	0	X	39	7	43	29	21	0
	7-12	25	95	50	33	17	0	0	17	0	50	0	33	0	17	67	0	17							
	13+	27	100	75	0	25	0	0	--	--	--	--	--	0	0	50	50	0							
MICROMETER	0-6	19	100	67	33	0	0	0	67	0	0	33	0	0	0	33	0	67	X	36	17	45	21	17	0
	7-12	38	100	56	44	0	0	0	25	38	25	0	13	0	25	50	25	0							
	13+	31	100	80	20	0	0	0	--	--	--	--	--	0	0	40	60	0							
FORK LIFT	0-6	15	100	99	0	0	0	0	50	0	0	50	0	0	0	0	50	50	X	60	11	44	28	17	0
	7-12	24	100	50	0	17	17	17	0	17	50	0	33	0	33	50	17	0							
	13+	36	100	50	50	0	0	0	--	--	--	--	--	0	0	0	99	0							
STEAM JENNY	0-6	14	86	99	0	0	0	0	0	0	0	99	0	0	0	99	0	0	X	67	20	20	33	27	0
	7-12	41	88	57	43	0	0	0	0	17	33	17	33	0	20	40	40	0							
	13+	29	100	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
PORTABLE LIGHTING SET	0-6	14	100	0	50	0	50	0	0	99	0	0	0	0	0	0	50	50	X	19	3	19	35	35	8
	7-12	50	100	71	14	14	0	0	36	29	21	7	7	8	8	62	15	8							
	13+	73	100	55	36	0	0	9	--	--	--	--	--	0	18	36	27	18							
ENGINE ALIGNMENT TOOL	0-6	13	100	99	0	0	0	0	50	0	0	50	0	0	0	50	50	0	X	24	20	31	34	11	3
	7-12	59	100	81	19	0	0	0	13	33	33	0	20	0	13	40	40	7							
	13+	28	100	60	40	0	0	0	--	--	--	--	--	0	0	20	80	0							
WEIGHING SCALES - AIRCRAFT	0-6	9	100	99	0	0	0	0	99	0	0	0	0	0	0	0	99	0	0	65	25	63	6	6	0
	7-12	24	88	99	0	0	0	0	0	0	50	0	50	0	0	50	50	0							
	13+	30	100	33	67	0	0	0	--	--	--	--	--	0	0	0	99	0							
HAND FUEL PUMP AND HOSES	0-6	9	100	0	0	99	0	0	0	0	0	99	0	0	0	99	0	0	X	43	4	31	12	38	15
	7-12	33	100	67	33	0	0	0	14	29	29	0	29	0	17	50	0	33							
	13+	31	100	50	25	25	0	0	--	--	--	--	--	0	0	50	50	0							
HYDRAULIC MULE	0-6	8	100	99	0	0	0	0	99	0	0	0	0	0	0	0	0	99	X	39	18	50	25	4	4
	7-12	45	100	54	38	8	0	0	15	15	46	8	15	8	25	42	8	17							
	13+	53	100	56	33	11	0	0	--	--	--	--	--	0	0	44	56	0							

Equipment	Months of UH-1 Maintenance Experience	Percent Using	% Saying Equipment Available	MECHANICS AND CREWCHIEFS: # Times Used Past Month (%) 1 - 0 2 - 1-2 3 - 3-6 4 - 7-10 5 - 11+					First Use After Award of 67N20 Duty MOS (%) 1 - 1st month 2 - 2nd or 3rd month 3 - 4th to 6th month 4 - 7th to 12th month 5 - After 12 months					Your Proficiency In Using Equipment (%) 1 - Poor 2 - Fair 3 - Good 4 - Very Good 5 - Excellent					SUPERVISORS: % Saying New 67N20 Must Be Able To Use At Once With Little Direction X ≥ 20% 0 < 20%	Amount of Direction Required by New 67N20 (%) 0 - Not observed or equipment not used 1 - Constant direction 2 - Much direction 3 - Some direction 4 - Little direction 5 - No direction					
				1	2	3	4	5	1	2	3	4	5	1	2	3	4	5		0	1	2	3	4	5
MAGNA-FLUX EQUIPMENT	0-6	8	100	99	0	0	0	0	0	99	0	0	0	0	0	99	0	0	X	72	31	62	8	0	0
	7-12	27	95	67	33	0	0	0	20	40	20	0	20	0	0	80	20	0							
	13+	17	100	99	0	0	0	0	--	--	--	--	--	0	0	50	50	0							
HYDROMETER	0-6	7	100	99	0	0	0	0	99	0	0	0	0	0	99	0	0	0	X	63	12	24	41	18	6
	7-12	12	96	67	33	0	0	0	0	0	99	0	0	0	99	0	0	0							
	13+	24	100	75	25	0	0	0	--	--	--	--	--	0	0	50	50	0							
BALANCE STAND TAIL ROTOR ASSEMBLY	0-6	7	100	0	99	0	0	0	0	99	0	0	0	0	0	0	99	0	X	59	11	37	21	26	5
	7-12	24	100	29	57	14	0	0	40	20	40	0	0	0	20	60	20	0							
	13+	20	100	0	67	33	0	0	--	--	--	--	--	0	33	33	33	0							
JET-CAL ANALYZER	0-6	6	100	99	0	0	0	0	0	0	0	0	99	0	99	0	0	0	X	59	32	47	16	5	0
	7-12	11	100	67	33	0	0	0	0	33	33	0	33	0	33	67	0	0							
	13+	14	100	99	0	0	0	0	--	--	--	--	--	0	0	0	99	0							
MULTIMETER	0-6	6	100	0	99	0	0	0	0	0	99	0	0	0	0	0	99	0	X	54	10	38	29	14	10
	7-12	18	100	80	20	0	0	0	33	33	33	0	0	0	67	33	0	0							
	13+	22	100	75	25	0	0	0	--	--	--	--	--	0	0	25	75	0							
BATTERY CHARGER	0-6	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	63	18	18	47	12	6
	7-12	18	96	60	40	0	0	0	25	0	25	25	25	0	33	67	0	0							
	13+	19	100	67	33	0	0	0	--	--	--	--	--	0	0	33	67	0							
VIBRATION TEST SET	0-6	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	54	24	38	24	5	10
	7-12	11	96	67	33	0	0	0	0	0	99	0	0	0	99	0	0	0							
	13+	18	100	33	33	33	0	0	--	--	--	--	--	0	0	0	99	0							
HOIST-DECK MOUNTED	0-6	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	62	6	24	35	35	0
	7-12	27	95	83	17	0	0	0	40	20	20	0	20	0	20	60	0	20							
	13+	8	100	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
ZYGLO (FLOURESCENT PENETRANT) INSPECTION EQUIPMENT	0-6	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	70	14	43	36	7	0
	7-12	18	91	50	0	50	0	0	0	0	0	0	99	0	0	99	0	0							
	13+	11	100	99	0	0	0	0	--	--	--	--	--	0	0	99	0	0							
50 GPM GASOLINE DRIVEN PUMPS AND HOSES	0-6	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	64	6	31	25	38	0
	7-12	23	92	67	0	33	0	0	33	0	0	0	67	0	0	50	50	0							
	13+	33	89	99	0	0	0	0	--	--	--	--	--	0	0	33	67	0							
RUBBER FUEL BLADDERS	0-6	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	X	51	9	36	9	32	14
	7-12	31	85	50	50	0	0	0	0	0	33	0	67	0	50	50	0	0							
	13+	25	83	99	0	0	0	0	--	--	--	--	--	0	0	33	67	0							

Appendix N

COMPARABILITY OF FORMS A AND B OF THE JOB DESCRIPTION INVENTORIES (JDI)

As noted in the text of the report, in an effort to make the administration and taking of the JDI an easier, less time-consuming job, the 1,294 UH-1 maintenance tasks in Section III of the JDI were divided in half. These two sections formed the basis for Forms A and B of the JDI, which applied to the individual's current unit assignment, and for the analogous Forms A-1 and B-1, which were used with combat returnees to CONUS and applied to the individual's immediate past unit assignment.

On this basis, some 647 tasks were allocated to Section III[1] of Form A (or Form A-1), and the other 647 were allocated to Section III of Form B (or Form B-1). The division of tasks was done on an odd-even, or alternate, task basis. For example, the first hardware component listed in Appendix A, the Cyclic Control Stick, has eight tasks associated with it. These are:

(1) Disassemble
(2) Repair
(3) Assemble
(4) Rig to Cyclic Controls
(5) Troubleshoot
(6) Obtain Serviceable Replacement
(7) Remove
(8) Install

Of these, the even-numbered tasks appeared on Form A (or A-1), and the odd-numbered ones on Form B (or B-1).

While this division of tasks was necessary for reasons of practicality, it raised a question as to comparability of forms. Therefore, 22 tasks from Form A were included on Form B, and, in similar fashion, 22 tasks from Form B were included on Form A. These 44 tasks were chosen at random from the two forms. Thus, Form A and Form B each contained a total of 669 tasks (647 + 22) in Section III. Correlational analysis of the 44 tasks contained on both Forms A and B allowed some measure of the comparability of the two forms. These 44 tasks are identified by asterisks in the listing in Appendix A and are also given in Table N-1.

Table N-1. **Tasks Common to Section III of Forms A and B**

1. Install Collective Pitch & Power Control Lever
2. Rig Tail Rotor Control Pedal & Adjuster to Tail Rotor Controls
3. Troubleshoot Tail Rotor Control Cables
4. Obtain Serviceable Replacement for Magnetic Brake Assembly
5. Test Inertia Reel
6. Service Pilot or Copilot Seat
7. Test Electrical Jettison Controls
8. Test Rescue Hoist
9. Rig Synchronized Elevator to Cyclic Controls
10. Install Anti-Icing Interpreter
11. Remove Induction System Air Filter
12. Obtain Serviceable Replacement, Engine Induction Baffle
13. Rig N_1 Power Lever Control Tubes to Throttle (Twist Grip)

(Continued)

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[1] Sections I, II, and IV did not differ between Forms A and B; only Section III differed.

Table N-1. Tasks Common to Section III of Forms A and B *(Continued)*

14. Adjust Fuel Control Unit
15. Disassemble Power Turbine Governor Cambox
16. Troubleshoot Power Turbine Governor Cambox
17. Troubleshoot N_2 Tachometer Generator
18. Troubleshoot Fuel Quantity Tank Unit
19. Install Starting Fuel Solenoid Valve Filter
20. Remove Starting Fuel Nozzles
21. Disassemble Fuel Divider and Dump Valve
22. Assemble Fuel Divider and Dump Valve
23. Remove Exhaust Thermocouple Assembly
24. Repair Engine Exhaust Tail Pipe by Stop Drilling
25. Repair Engine Oil Pressure Relief Valve
26. Adjust Engine Oil Pressure Relief Valve
27. Test Engine with Jet Cal Analyser
28. Service Hydraulic Reservoir
29. Assemble Hydraulic System Filters
30. Assemble Transmission External Oil Filter
31. Install Transmission Pylon Isolation Mount
32. Disassemble Transmission Primary Oil Filter Assembly
33. Repair Transmission Chip Detector Plug by Replacing "0" Rings
34. Service Tail Rotor Gear Box
35. Assemble Tail Rotor Drive Quill Assembly and Flex Coupling
36. Remove Main Drive Shaft Assembly
37. Service Intermediate Gear Box (42° Gear Box)
38. Rig Main Rotor and Rotor Assemblies
39. Repair Collective Levers (any one)
40. Adjust Pilot Attitude Indicator
41. Obtain Universal Pylon Serviceable Replacement
42. Obtain Navigation Light Flasher Serviceable Replacement
43. Disassemble Anti-Collision Light
44. Adjust RPM Limit Warning System

In order to examine the A-B comparability question, correlational analyses were made of responses on these 44 tasks. It should be noted that these 44 tasks represent the full range of tasks in terms of percentage performing. Reference to Appendix A shows, for example, that very few mechanics reported performing Task 37-3 (Test Rescue Hoist), while practically all reported performing Task 162-4 (Assemble Intermediate Gear Box).

For all organizational shop mechanics, regardless of experience level, the percentages reported performing the 44 tasks on Form A correlated .95 with the percentages reported on Form B. For all organizational crew chiefs combined, Forms A and B correlated .90. For all DS/GS shop mechanics, combined, however, the correlation was only .76. Each of these correlations is significant beyond the .001 level. The Ns for these groups were 366 for organizational shop mechanics, 333 for organizational crew chiefs, and 72 for DS/GS shop mechanics (Table 4).

These data indicate, then, that the percentage of respondents who report performing a given task for the Form A sample is very closely correlated with the percentage in the

Form B sample who report performing that same task. This relationship is quite close for both the organizational shop mechanic and organizational crew chief groups, and moderately close for the DS/GS shop mechanics group. The difference in correlations between those persons at the organizational and DS/GS levels is probably reflective of the reduction in reliability that results from the reflectively small N in the DS/GS group.

Table N-2 breaks these correlations down by experience group. As can be seen, the correlations remain substantial for all organizational level groups and moderate for the DS/GS groups. All are statistically significant ($p < .001$). Reference to the subgroup Ns in Table 4 again shows the variation in A versus B correlation as a function of subgroup size.

Table N-2. **Correlations of Forms A and B by Unit Level and Experience Groups**

Group	Months of Experience		
	0-6	7-12	13+
Organizational Shop Mechanics	.95	.95	.94
Organizational Crew Chiefs	.83	.96	.95
DS/GS Shop Mechanics	.72	.90	.68

These data indicate that the Form A and Form B samples produced highly comparable and consistent results. Thus, it can be concluded with some assurance that the use of the two JDI forms did not significantly affect the quality of the data gathered.

The remarkable degree of internal and external consistency in these data is impressive. The JDIs were carefully constructed and pretested, and they involved the joint efforts of many conscientious military maintenance personnel and the HumRRO researchers. The 771 enlisted mechanics, 180 enlisted supervivors, and 83 maintenance officers did a thorough and professional job of completing the JDIs to provide the requested information. The high correlations indicate that their responses to the individual task items are highly reliable and that the respondents discriminated among the various tasks. It is felt that the responses of these maintenance personnel can be relied upon, and that these data can be used to the Army's benefit. This also suggests, in terms of survey methodology, that splitting a lengthy task list (of the sort used here) into parts need not affect the quality of the data if the questionnaire forms are carefully constructed and administered, and if the samples are carefully drawn. This should make the gathering of future job description data an easier task.

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